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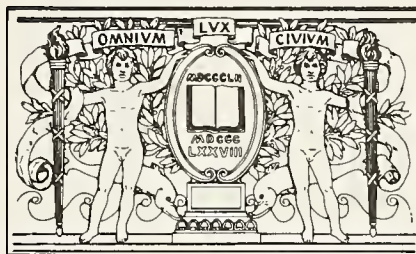
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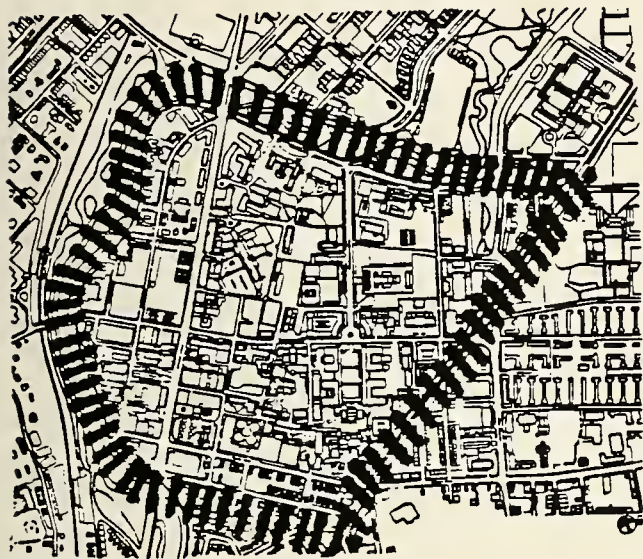


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The Longwood Medical Area Design Manual

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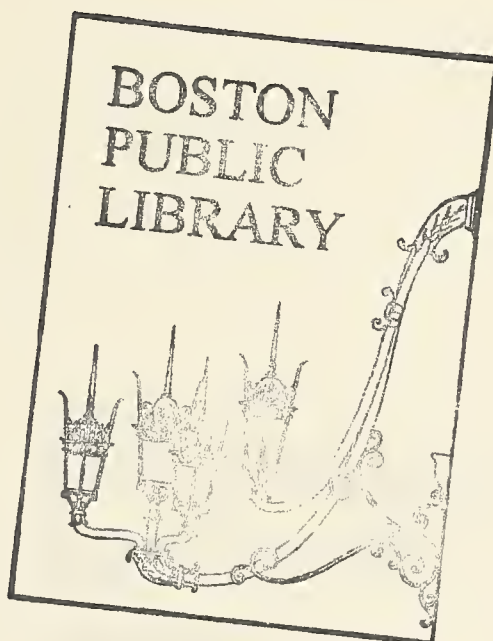


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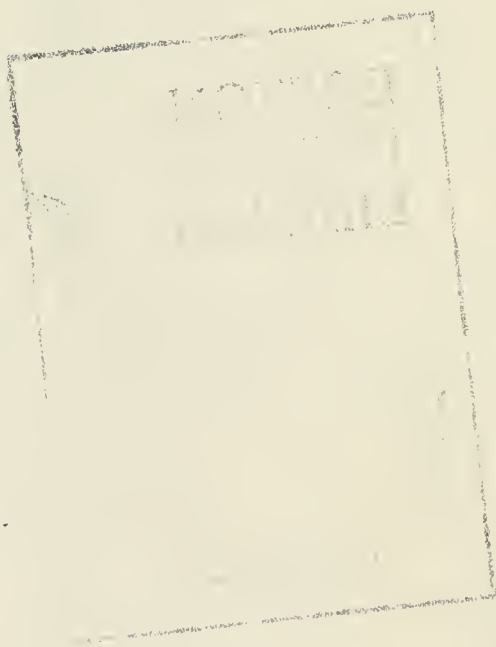
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Prepared for the
Medical Area Service Corporation
by Porter and Droege, Inc. 1984



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- 1 Introduction
- 2 Systems
- 3 Areas

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1 Introduction



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The Longwood Medical Area Design Manual

This manual consists of a set of Open Space design criteria for the Longwood Medical Area (LMA). To develop criteria it was necessary to propose objectives and a set of guiding concepts for the LMA as a whole, for the sub-areas of the LMA, and for the systems comprising Open Space.

This document is an extension of work begun under the Master Programming contract for the LMA in which a Framework of area wide strategies was developed in September of 1981, built in part upon the previous planning efforts of MASCO. One of the Elements of that Framework was Open Space. Each Element contained Action Projects based on "quickly set overall concepts." The work schedule included a study of the overall pedestrian space system plus further "visionary design" on the campus.

Many improvements have been made through the initiative of MASCO as part of the Master Programming process. A major signage program has successfully been carried out. Changes are underway for the Longwood Crossing area; a contract has been let for design of the Second-Level Connector; a pedestrian amenity system is underway; and a bus shelter program is in the planning and design phases. Other improvements are underway as a result of initiatives taken by other LMA institutions. These include major building projects and some associated landscape and streetscape improvements.

The purpose of this manual is to be of use in the context of such changes. It is intended to be helpful to those whose responsibility it is to set problems for professional designers, and to the designers charged with particular assignments. It is also intended to be useful to MASCO and to other member institutions in evaluating design proposals that affect Open Space directly or indirectly.

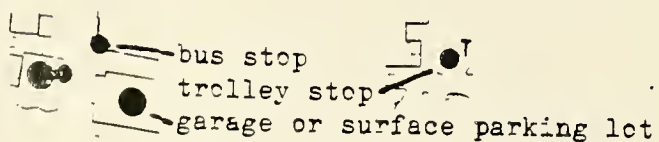
The maps describing the Longwood Medical Area in this manual represent existing physical conditions as of July 1984, as well as modifications planned for implementation in the near future.

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Pedestrian Traffic Generators

The bulk of pedestrian traffic occurs south of Longwood Avenue:
 Black dots mark parking lots and T stops; grey circles mark
 institutions and their daily population; the area of the grey
 circles is in proportion to the number of daily users.



6,000
 2,500
 600



area of large circles is proportionate
 to number of daily users

Introduction

In many senses the Longwood Medical Area is a city within a city. Although it does not provide the full range of functions of a city, it does deliver many services. Roughly 35,000 people use the LMA every day to seek or give medical attention, to teach or to go to school, or otherwise to support these functions.

The Longwood Medical Area should become physically what it is programmatically: a place dedicated to healing, nurturing, and learning. As an environment in general and through its Open Space in particular it should serve as a support system for living, health and education. Beyond shrubbery, benches and trash receptacles, the public space is where nature and people interact; it is where the sense of community can be strongest; it is where a sense of place can be developed.

Improving the Longwood Medical Area through improvements in its Open Space System is both a hard and an easy task. It is hard because of the ever increasing building density and the resulting decrease of open areas, and the security problems associated with a dense work environment in an urban context; it is relatively easy because of some extraordinary natural potentials, and because of the presence of individuals and institutions committed to environmental improvement. The benefits to the institutions of the Longwood Medical Area from improvements in the Open Space System include an enrichment of the personal daily experience of people who work and live there, the creation of a safer environment, a more vivid and memorable place for each institution, and a strong image for the LMA as a whole.

We have developed three design objectives that we believe will serve to organize the Open Space System design policies. These are Continuity, Image, and Experience. Continuity describes a set of connections to other places and systems that the public can perceive; Image the dominant sense the public should have of a place; and Experience specific feelings the public has in a place, i.e. orientation, and exchange with other places; fit, referring to comforts and conveniences locally available; and enrichment, referring generally to a more generous use of good materials, intensification of design features, and public art.

The Manual is organized into four major parts. Part I deals with the Open Space System of the LMA as a whole. Part II deals with sub-systems comprising the Open Space System. And Part III deals with specific sub-areas. And Part IV consists of notes on implementation.

Dir. 11

2 Systems

System 1 Circulation and Public Open Space

I Scope

Definition: The LMA is bounded by the Riverway and Fenway and by Huntington Avenue. The Open Space System includes the paths and areas to which the public has pedestrian access. They are the areas outside the accessible parts of buildings and may, therefore, include paths, exterior bridges, patios, courts, plazas and the like. By "public" we mean those people who work, go to school, are patients or visitors, or otherwise use the LMA on a frequent or purposeful basis.

Assessment: The area is marked by a striking contrast in land use. Its northern half is primarily occupied by green campus areas, while the south is densely packed with medical service and educational institutions, service roads, and parking facilities. It is bounded by major thoroughfares and doubly bisected by heavily trafficked streets. These effectively sever the area from the surroundings including the green areas of the Riverway and the Fenway.

The open space and circulation systems in the LMA are unclear in their orientation to the public. Where there is a great deal of activity, as at Longwood and Brookline, there is little open space available and little support for people in the form of street furniture, shelter, or other gestures of comfort. On the other hand, plaza developments like that in front of Harvard School of Public Health are little used because they are out of the main pedestrian paths, underfurnished, or restrictive from the public through their design.

There is no central public area and the public spots that exist are hard to find. There is no connecting network the public can use to get from one public area to the next. Some important actual pedestrian routes are not reflected in the built open space network, but are found to trail across parking lots, through back alleys, and across busy streets without signs or traffic lights. To date, the LMA has simply not been oriented toward people on foot.

Connections of pedestrian routes within the Longwood Medical Area are weak. The shortest or most pleasant paths between various areas are not well known. Protection from the elements is often lacking; the network is not clear enough to hold in the mind; and there is no information generally available to guide the pedestrian. The benefits of a well established and known pedestrian network, in addition to solving the above problems, could include: more widespread knowledge of what exists in the Longwood Medical Area, better connections among existing facilities, and improved access to area amenities.



Massing

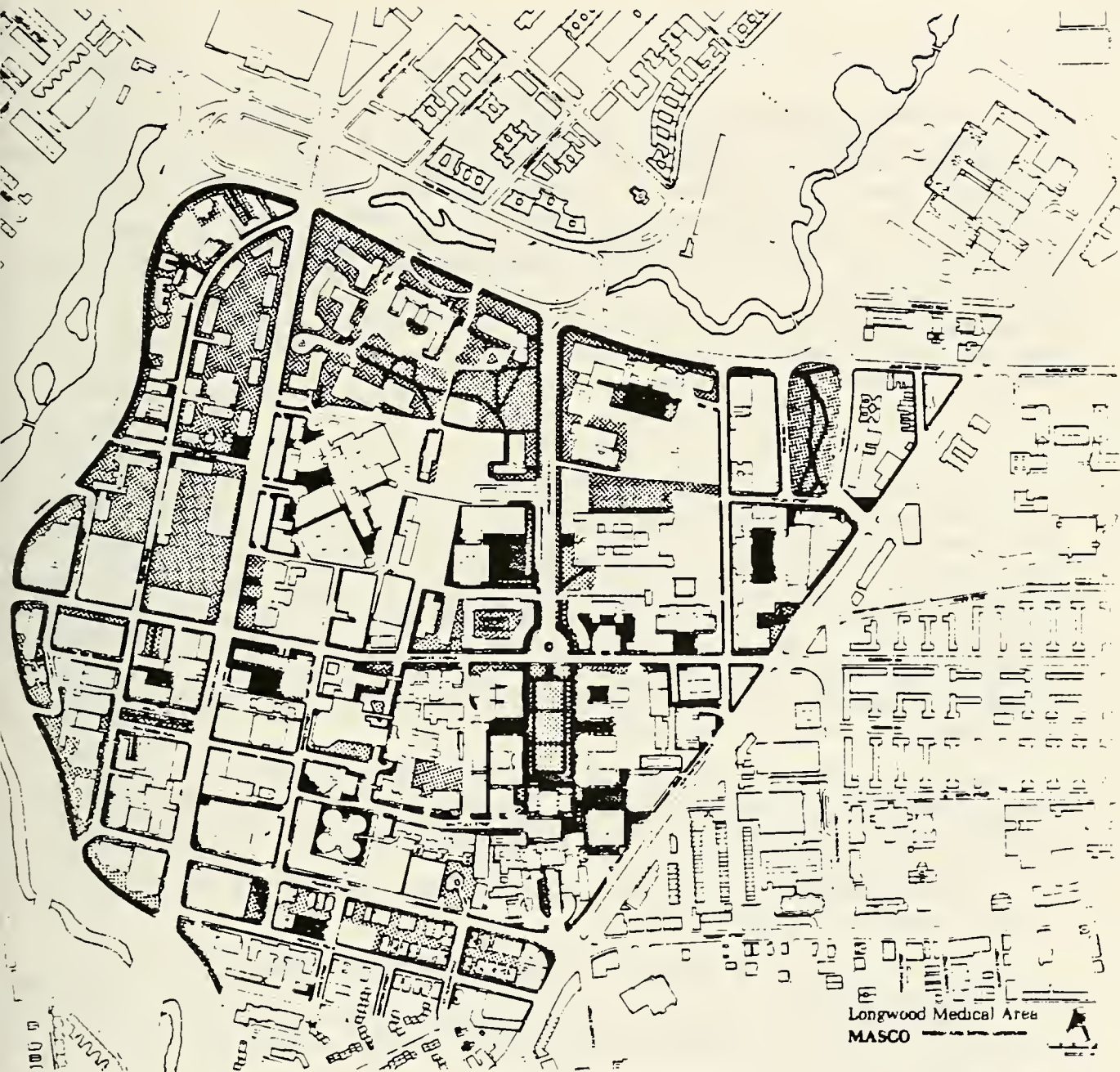
Shadows generated by a 45 degree sun angle give an impression of the distribution of building density: the built-up southern portion versus the lower-density northern part of the LMA.

0 200
100 300'

shadow lengths equal building height
areas not now useful as pedestrian open space



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Pedestrian Areas

Surface area accessible to pedestrians is particularly scarce south of Longwood Avenue.

sidewalks and walkways
lawns and other pedestrian green areas

II Design Objectives

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A. Continuity

The Open Space System of the Longwood Medical Area could be developed in such a way that it becomes a special set of events within the open space systems that surround and lead to it. There are three such systems: the urban open space system with its origins in Olmsted's Emerald Necklace; the community open space system of the adjacent areas of Brookline and Boston; and the road system. Ideally, as the Longwood Medical Area is improved with respect to these three systems, its members will press for improvements in those systems in surrounding areas. The Open Space System also must have continuity within its own internal system of circulation.

1. Urban Open Space System

The Longwood Medical Area is surrounded to its NE and NW by vital strands of Olmsted's Emerald Necklace: the Riverway; and what remains of the Fenway's Muddy River. Both the Riverway and the Fenway are perceived as crime-ridden and dangerous. Moreover, one cannot get to them without trying to cross those high-use and high speed arteries that are the Emerald Necklace's surface reality. The disappearance of parts of the Emerald Necklace, and the danger and inaccessibility of what remains combine to reduce the strength of the image and the utility of this great resource to the Longwood Medical Area.

Both in its self interest and as part of its community responsibility, the Longwood Medical Area needs to encourage improvements in the security and the appearance of open spaces in the surrounding communities.

Design policies which would relate the Longwood Medical Area to the urban open space system are:

- Create green "offsprings" of the Emerald Necklace within the Longwood Medical Area;
- Strengthen the edges of the LMA including the Riverway and the Fenway where they surround the Longwood Medical Area, and Huntington Avenue; and
- Forge visible and safe connections to them from the Longwood Medical Area.

2. Community Open Space System

The Longwood Medical Area is surrounded by several different communities, each having its own system of open spaces. These serve principally the internal needs of each community. There are certain types of open spaces in each that may deserve to be reflected within the Longwood Medical Area, either for their utility to Longwood Medical Area residents and employees, or for their special visual character.

Design policies which would relate the Longwood Medical Area

to the community open space system are:

- Ensure that within the Longwood Medical Area, the highest quality open spaces are provided in answer to the specific needs of the resident and visiting population;
- Press for improvements in open space in the surrounding communities that are impoverished in this respect.

3. The Road System

The Longwood Medical Area is edged and is penetrated by roads that are part of the major arterial system of Boston; as well as having its own internal major and minor roads. These are the principal means by which continuity with the citywide network of open space can be established and maintained. As is implied in the rest of the design policies associated with continuity, it is not only important to partake of the character of the open space systems elsewhere in the city, but to differentiate the Longwood Medical Area's open spaces from the others, and to intensify their open space character.

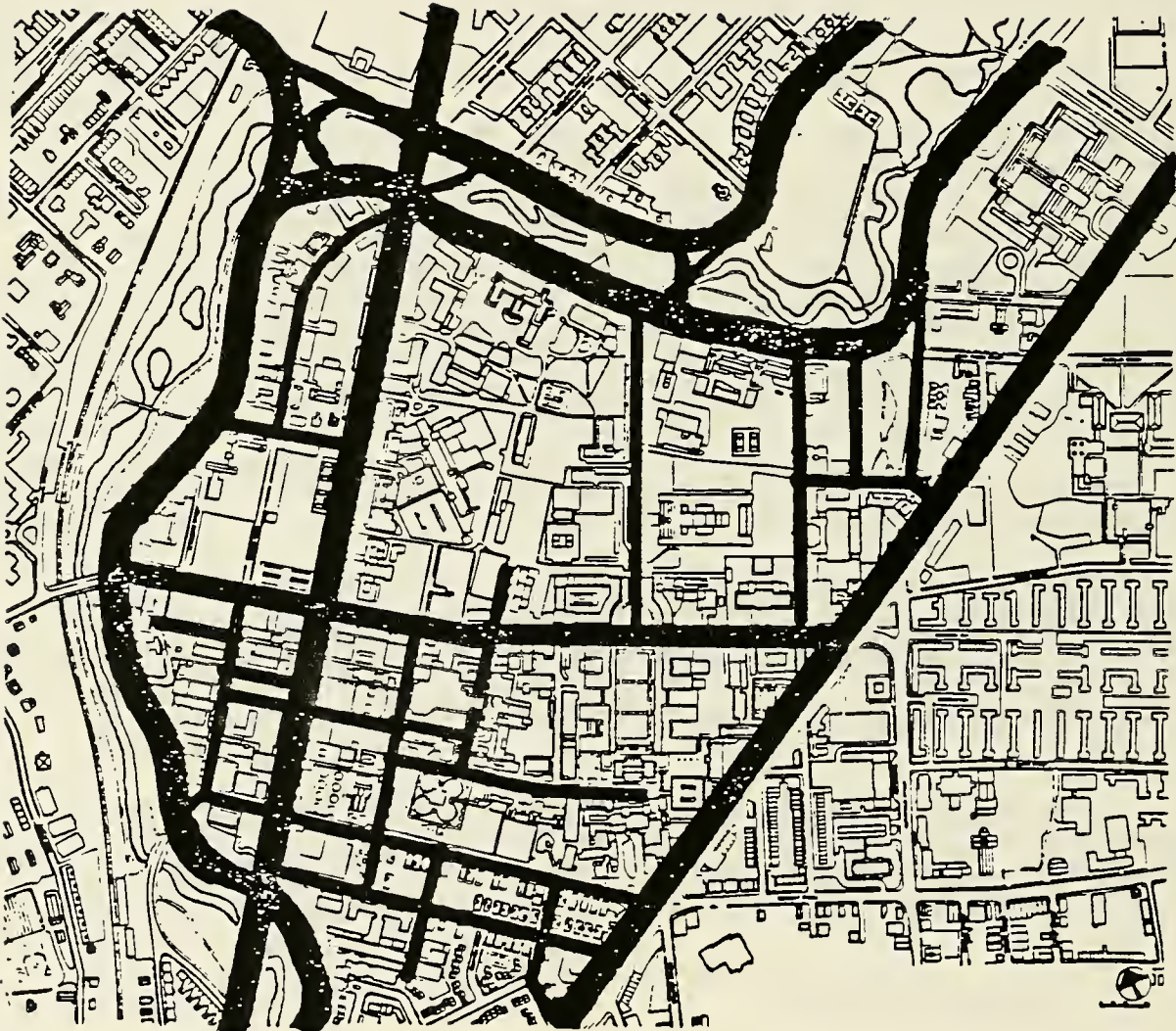
Design policies which can relate the Longwood Medical Area to the urban road system are:

- Plant intensively the edges of the Longwood Medical Area along the Riverway and the Fenway. Introduce tree planting along Huntington Avenue, and reinforce the edges of Brookline Avenue all the way through the Longwood Medical Area. This must be done in ways that are in keeping with planting elsewhere on those arteries.
- Establish a distinct planting approach for the major and minor roads internal to the Longwood Medical Area. That means clear notions about appropriate responses for certain types of conditions should be applied in a consistent way.

4. Internal Structure

The first objective is to devise and implement a continuous and well marked network of pedestrian-oriented paths and spaces that connects with every major institution and street in the LMA. If there should be a second level connector it should be included in the recommendations of this section.

The second objective is to ensure that the network is connected clearly and safely with the pedestrian path systems of the surrounding communities.



The LMA Road System

An orthogonal vehicular path system encircled by regional feeders; it is critical for orientation and a sense of general structure, but it is weak in the southeastern portion and in the central northern area. Strengthened pedestrian links can compensate for this shortcoming.

B. Image

The Longwood Medical Area's open spaces must present a strong and memorable image in order to encourage use by the people who live and work there, and to convey a sense of the Longwood Medical Area as a whole. Several objectives can contribute to that.

There are many existing valuable qualities that should be preserved and strengthened, and that can become parts of the larger design. There are communities of space and collections of buildings that have distinctive open space character. And there are simply places that are better than others. Building on these conveys respect for and continuity with that which exists. And by implication it establishes continuity with the past of the area as well. As a specific example, the Shattuck Street area should be distinguished from Longwood Avenue as an area with very different qualities, uses, and architectures. These distinctions should be made more legible over time, and should permit the introduction of elements that make the various institutions located there more evident. It is an important implication of this set of views that street furniture, lighting, planting, and other systems used in connection with open spaces be differentiated with respect to the district or network it is part of rather than being identical for the area as a whole. The single element that ought to be identical and internally consistent is the system of signs. The existing qualities are spelled out in greater detail in Part III, the sub-areas.

The parklike character of the northern part of the Longwood Medical Area should be maintained, but it should be brought into relationship with the more urban and dense character of the rest. An "interlocking finger" concept may make the character of each more evident by, for example, highlighting some juxtapositions of more open and more urban, while at the same time creating a larger order within which both may be appreciated.

The network should be organized and perceived as a multi-railed ladder with the rails in the north-south orientation. There should be five basic distinctions in the hierarchy: the edges of the LMA; the major paths along Longwood and Brookline; secondary streets; connecting paths and streets; and park pathways.

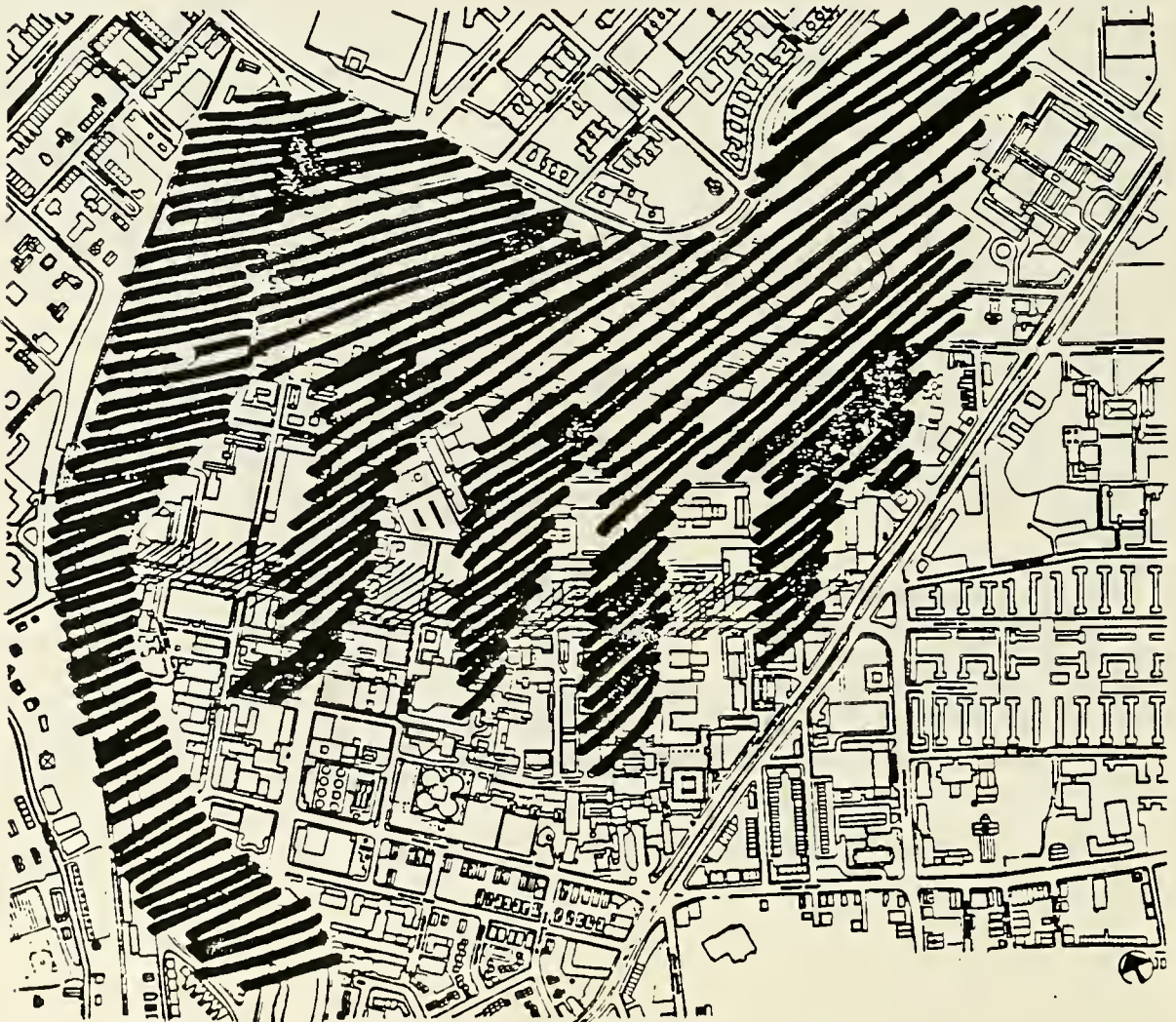
The most fundamental change that should occur is that the public should feel that there is an LMA open space network that is dedicated to the pedestrian. Later, as actions are taken to implement recommendations contained in this study and projects currently underway, field studies including surveys and interviews can check progress toward this transformation of perception.

Design policies to enhance the Image of the Longwood Medical Area are:

- Build on existing qualities and differentiate among and within districts and networks;
- Introduce an "interlocking finger" concept to relate the parklike and the urban parts;
- Establish a clear pedestrian network.

The Interlocking Finger Concept

Green corridors fuse with linear swaths of built area to visibly link the northern campus zones with the southern core of the LMA.

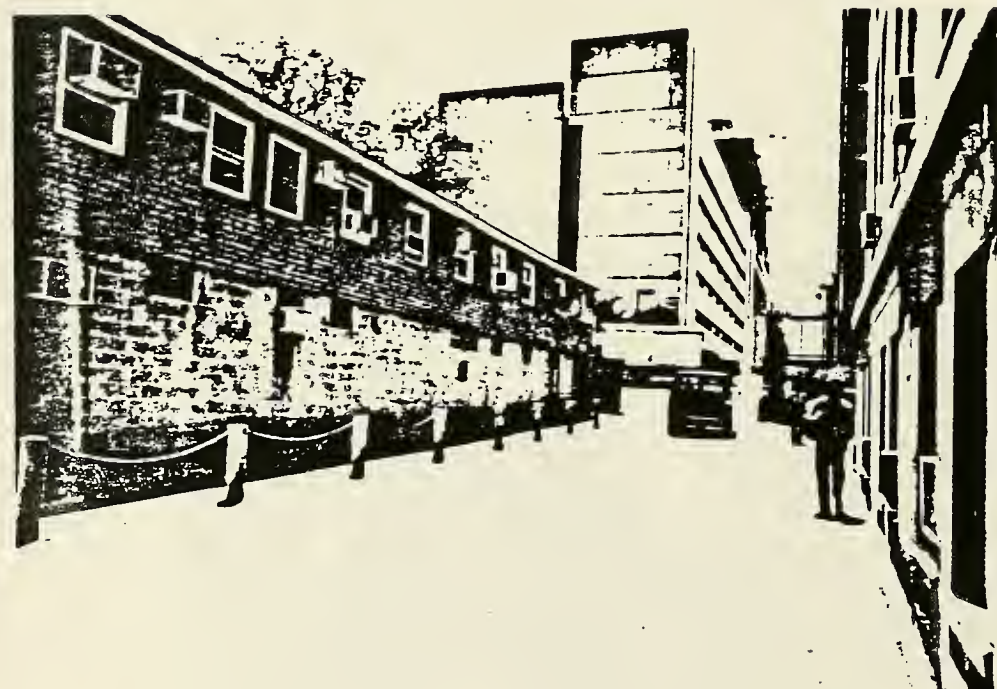


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A green east-west connector could link the Riverway with the Winsor School green, the Mass Art front yard, the Blackfan northern extension, the Medical School quadrangle and Avenue Louis Pasteur and Palace Road; this connection could strengthen Longwood Avenue and, parallel to the Shattuck-Desconess connection, it could be a more parklike analogy to it.



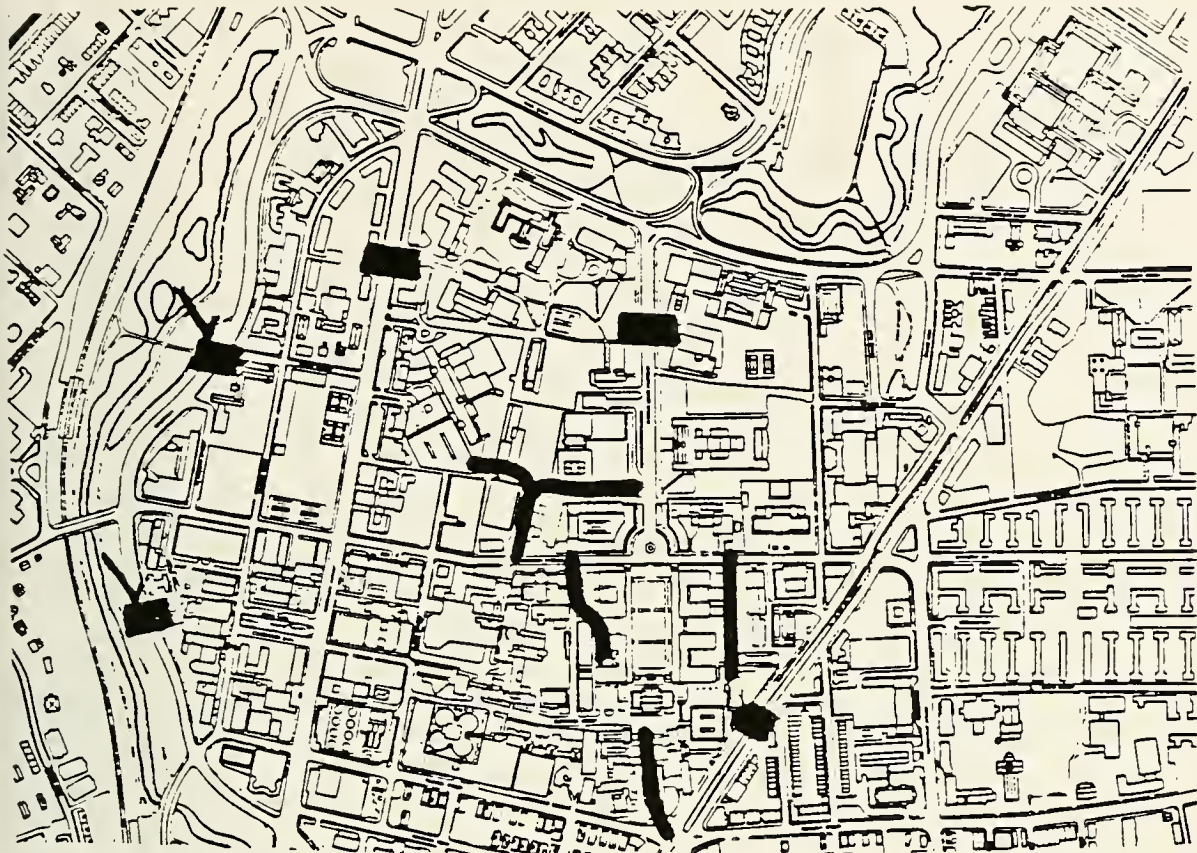
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and back alleys used as pedestrian



Unofficial Longwood-Shattuck corner



Pedestrian Problem Spots

These are important, but dangerous and insufficiently marked pedestrian links; these are paths across parking lots and heavily travelled roads.



Proposed Pedestrian Network

This concept aims at permeating the LMA with an orthogonal and finely woven network of pedestrian walkways.

C. • Experience

The Open Space System should reach every person in the context of his or her daily experience. To have achieved Continuity and Image, as described above, without bringing open space into each person's experience would be to have reached only part way toward success. We have focused on four ideas that should help to accomplish this objective.

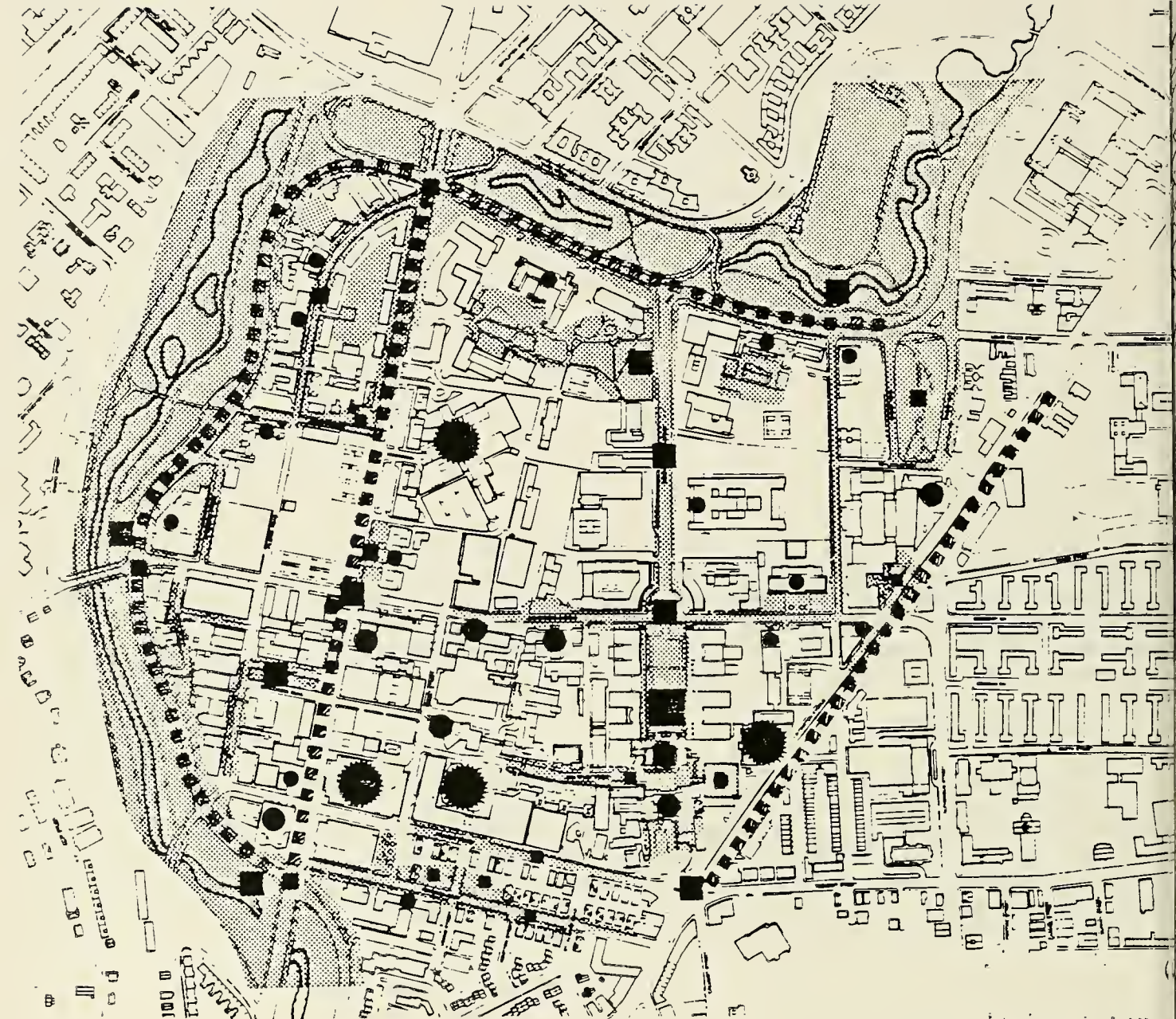
1. Orientation

Within the Longwood Medical Area it is essential that people be oriented, and that they be able to find their way. Spatial confusion and ambiguity are detrimental to environmental quality, not only because they cause discomfort and unpleasant associations, but because they are dysfunctional with respect to the Longwood Medical Area as dependent on frictionless and efficient spatial relations between vital elements.

On each link in the network it should be evident which axis one is on and in which direction one is going. This can be done through views, visibility of an institution and its activities, landmarks, or local signing. Through the use of the same devices the direction of the major paths and activity centers should be made clear, as should the direction of the edges of the LMA.

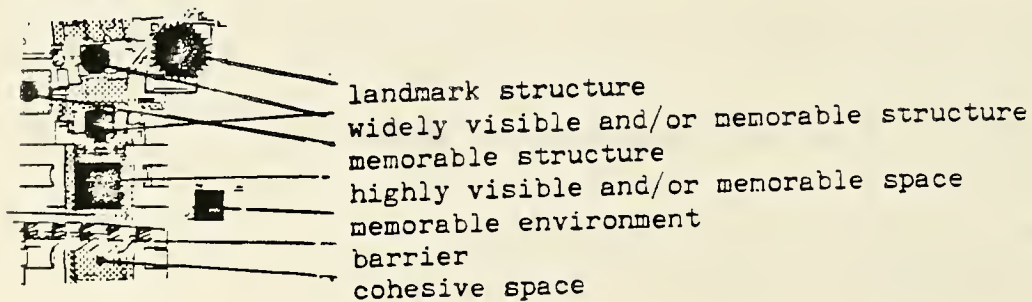
Design policies for Orientation are:

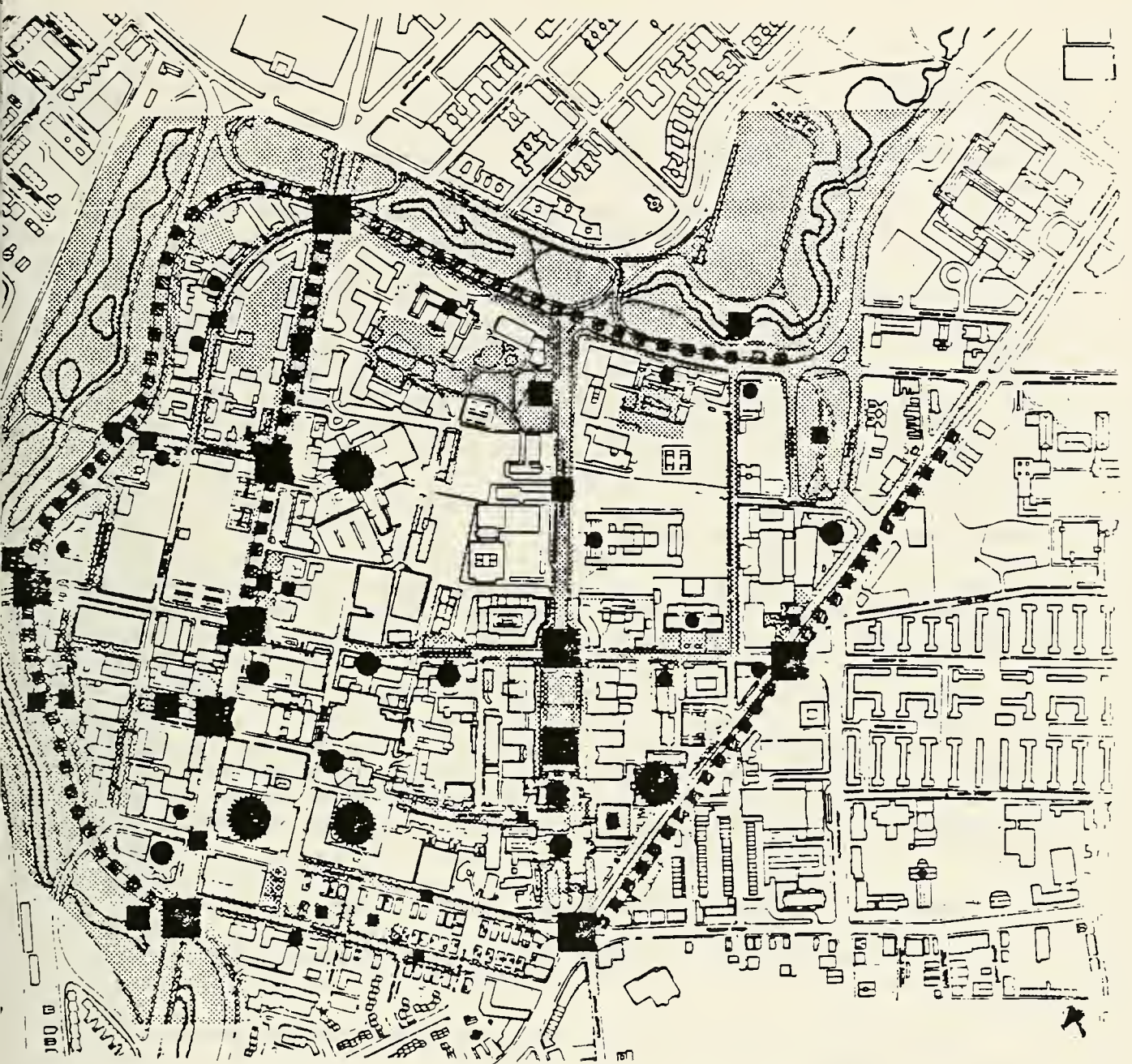
- Create memorable elements and markers; Clarify ambiguous spaces and pathways, provide clear vistas, and give strong directional cues;
- Install signs, wayside maps, and create uniquely treated and marked entryways;
- Facilitate visual and tactile exchange with interiors and with adjacent areas;
- Establish an overall hierarchy or system of movement, clearly distinguishing more public avenues and access points from the more restricted, internal and private ones.



Spatial Components

This map gives an impression of how the LMA is spatially organized today. The distribution of landmarks, memorable buildings and spaces is random, and the cohesive spaces are few, generally not well articulated and weakly connected.





petial Structure

a to strengthen existing spatial components, to
latent structural patterns and to form distinct
with new gravitational centers and nodes.

2. Exchange

Places can become more meaningful and more important if movement to and from them is satisfying. Exchange has to do with the transition between places and between places and lines of movement. It is important to treat these transitions with as much care as the place or the line of movement itself. A good example of the importance of caring for the exchange between places are the entrances to buildings. A good entrance does not just whisk you from the outdoors inside, but facilitates the transition in a number of ways. It presents itself as an access point; it is set apart from other edges that border open spaces, and it gives a sense of the building's interior right there on the sidewalk. Entrance areas are thought of as semi-public or semi-private because as you approach them either from outside or from inside you find yourself in a transition zone from one to the other. This simple psychological phenomenon is taken into account in good buildings by means of continuity of building materials, transparency of the walls, continuity of overhead shelter or surrounding walls, or by means of introducing architectural elements specially dedicated to this purpose: such as gates, arches, loggias, and arcaded forecourts.

There should be zones of transition between the network and entrances to the institutions, to parking, and to other activities of the LMA. These are specified in the sections covering the sub-area objectives. The objective of the network is that zones of transition to similar activities have some consistency in their design and in the street furniture and other elements that populate them.

Design policies for exchange are:

- The exchange zone must make evident the entrance to the building or space it relates to.
- The nature of the transition must be clearly articulated--gradual or abrupt.
- The sense of repose within the transition zone must be considered, whether it is to be stable or settled, or whether it is to give a strong sense of movement.
- Within the transition zone the place to be experienced must be anticipated to some degree, and a place or zone of movement must be remembered in order for the exchange between them to be made evident. This may well imply some transparency between places bordering the exchange zone and the zone itself, and the presence of a mixture of materials and design motifs from the adjacent zones in the exchange zone itself.
- The transition must also accomplish a directional shift: from along the line of movement to away from that line and into the place; or from out of one place and into another.
- Within the exchange zone, the specific needs of all those who will use it must be taken into account including the staff and employees, the patients, the visitors, and the handicapped.

3. Fit

The Longwood Medical Area is where patients arrive and are being cared for, cars are parked, prescriptions filled, relatives visited, garbage picked up, school buses wait, lectures are given, guards make their rounds. All these and other requirements can be met, but meeting the requirements does not guarantee the area's best performance. The notion of fit goes beyond meeting needs at the minimal level. It implies that people feel comfortable. It implies that they experience the full range of implications of an environment dedicated to nurturing, teaching, and healing.

There is no single definition for human fit. Fit permeates good places. It is a doorknob at the right height, of the right size and material. It is a well made rail to prevent the equipment and beds from injuring the wall. It is a color on the wall that conveys the specialness of the person and the room where that person happens to be. It is comfortable seating on wooden surfaces with back support, away from strong winds but still in a breeze, with the choice of shade or sun. It is sidewalks of a width to hold the pedestrian load, but also a width to signify the place of that pedestrian way in the larger network. Fit implies pedestrian lighting color-balanced to approximate the spectral composition of sunlight, placed at the right height, lacking glare, and that illuminates surrounding vertical surfaces, not just the sidewalk. But it also goes beyond the shape or design of the fixture itself. Fit includes notions of privacy, noise protection, appearance of landscapes and building fronts, and even juxtapositions of activities and things, and it demands that all these feel right to people and appropriate to the places they happen to be.

Criteria for fit are difficult to specify in detail. Nevertheless, even these that follow should facilitate evaluation of each design:

- Each place should satisfy specific needs resulting from a wide range of possible activities;
- Places should be made unique to their locational situation and their potential users;
- Repetition should be avoided unless it is absolutely necessary.

4. Enrichment

The enrichment of the open space network per se would call for emphasis on shifts in direction, greater elaboration of informational signing to include historical information and planned future interventions, and more extensive use of fine paving and plant materials.

Places are better if we can associate with them personally and if they engage our memories and our imagination. They may be better because of overt references (Disneyland would be an extreme example) that open up eclectic and derived experience, or because they encourage us toward direct and personal experience such as enjoyment of the sun, of rest, or of a particularly good facade. Joslin Place is special because of its parklike references but also because it is simply good to be there. Good places open us up to our surroundings both in space and time and they can even open up other places and times.

Places can be stimulating and surprising. If they are they can open up avenues for enjoyment or even for information that might be cut short with too sober a design, regardless of how well conceived.

Finally, environmental art can play an extraordinarily important role. It can be a source of delight in itself. It can represent the taste and aspirations of the institutions of the Longwood Medical Area, and it can create associations with other art in the Boston area and even in other cities.

Design Policies for enrichment would include:

- Special emphasis on the treatment, materials and designs open spaces in special spots;
- Designs rich in associations and sensory quality;
- Designs incorporating art.

System 2 Planting

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I Scope

Definition:

Trees and other plants found in and around the Longwood Medical Area are typical for the region. Little leaf lindens and Norway maples dominate the street scene. A nearly solid band of red and pin oaks forms the River- and Fenway parklands.

Assessment:

With the exception of the environs of Avenue Louis Pasteur, the Emmanuel College campus, the Riverway and Fenway and a few other areas, much of the existing plant stock is thin and often ill-maintained or deteriorating. There have been some recent planting efforts, examples can be found adjacent to the ServiCenter Garage, around the Brigham and Women's Hospital and along Huntington Avenue. Beth Israel Hospital is installing a new row of lindens along its Huntington Avenue edge. MASCO is currently introducing new shrub and hedge material, as part of its initial pedestrian amenity system.

There are several significant and coherent planting areas: the Emerald Necklace, Avenue Louis Pasteur, the Medical School quadrangle, the Emmanuel College campus and Joslin Park. The latter three are environmentally fragile, and all are separate from one another. There is no infrastructure of built landscape elements; for example, there are no public fountains. The Muddy River area is not well used or easily accessible.



Area Plants

River/Fenway, Avenue Louis Pasteur and stretches in the northern campus area provide the most substantial plant areas. Much of the rest of the LMA offers rich opportunities for the introduction of a green network.

- 1 Semi-dwarf spruce
PICEA sp. semi-dwarf
- 2 Crabapple
MALUS sp.
- 3 Honeylocust
GLEDITSIA triacanthos inermis
- 4 Columnar sugar maple
ACER saccharum 'COLUMNARE'
- 5 Oak
QUERCUS sp.
- 6 Ginkgo
GINGKO biloba
- 7 Halka honeylocust
GLEDITSIA triacanthos inermis 'HALKA'
- 8 Little leaf linden
TILIA cordata
- 9 Linden
TILIA sp.
- 10 Ailanthus
AILANTHUS altissima
- 11 Sycamore maple
ACER pseudoplatanus
- 12 Hedgerow of
chinese elm
ULMUS parviflora,
willow
SALIX,
sycamore maple
ACER pseudoplatanus,
mulberry
MORUS alba
- 13 Chinese elm
ULMUS parviflora
- 14 Norway maple
ACER platanoides
- 15 Hemlock
TSUGA canadensis
- 16 Red oak
QUERCUS rubra
- 17 Pin oak
QUERCUS palustris
- 18 Red leaved japanese maple
ACER palmatum 'ATROPURPUREUM'
- 19 Redbud
CERCIS canadensis
- 20 Austrian pine
PINUS nigra 'AUSTRIACA'
- 21 Katsura tree
CERCIDIPHYLLUM japonicum
- 22 White flowering dogwood
CORNUS florida
- 23 Japanese yew tree
TAXUS sp. tree
- 24 Fir
ABIES sp.
- 25 Kousa dogwood
CORNUS kousa
- 26 Scotch pine
PINUS sylvestris
- 27 Dawn redwood and misc. other trees
METASEQUOIA glyptostroboides et al.
- 28 Flowering cherry
PRUNUS sp.
- 29 Japanese zelkova
ZELKOVA serrata
- 30 Mulberry
MORUS alba
- 31 Cornelian cherry
CORNUS mas,
japanese tree lilac
SYRINGA reticulata,
crabapple
MALUS sp.
etc.
- 32 Liquidambar
LIQUIDAMBAR styraciflua
- 33 Blue Atlas cedar
CEDRUS libani
- 34 Barberry hedge
BERBERIS thunbergii
- 35 Boston ivy
PARTHENOCESSUS tricuspidata
- 36 Hawthorne
CRATAEGUS sp.
- 37 Ash
FRAXINUS sp.
- 38 Mulberry
MORUS alba,
chinese elm
ULMUS parviflora,
crabapple
MALUS sp.
etc.
- 39 Columnar European beech
FAGUS sylvatica 'COLUMNARE'
- 40 Hackberry
CELTIS occidentalis
- 41 Amelanchier
AMELANCHIER
- 42 Callery pear
PYRUS calleryana
- 43 Birch
BETULA,
silver maple
ACER saccharinum,
gingko
GINGKO biloba,
Colorado blue spruce
PICEA pungens,
crabapple
MALUS sp.,
etc.
- 44 Plane tree
PLATANUS acerifolia (hybrida)
- 45 Poplar
POPULUS sp.
- 46 Elm
ULMUS sp.
- 47 Horsechestnut
AESCULUS sp.
- 48 Red maple
ACER rubrum
- 49 Columnar Norway maple
ACER platanoides 'COLUMNARE'
- 50 Sugar maple
ACER saccharum
- 51 Birch
BETULA sp.
- 52 Spruce
PICEA sp.



Proposed Trees

This is a diagrammatic sketch of where emphasis of an area wide tree planting program might be placed to reinforce corridors for views and for movement, and to (re)establish spatial cohesion in the various areas, and throughout the LMA.

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II Design Objectives

A Continuity

Overriding principles of plant design should be

- Permeation of the LMA with a theme derived from the Emerald Necklace, within the limits imposed by the street as plant environment;
- Linkage of distinct open spaces to the surrounding green buffer and the network of other public open spaces in the region;
- A new planting program should be massive to have an impact, and
- it should be able to reconcile the local identity of individual areas and neighborhoods with the desired pervasive sense of connectedness to the surrounding parklands, and the internal and external open space systems.

Plants should be selected and placed to maintain a strong sense of continuity among plants and plant groups - and to deliberately break this continuity where appropriate. Plants can also be used to maintain continuity or create a break in the built context.

General design notions are

- Make explicit, and strongly interlock areas and corridors of vegetation with built areas and corridors, in the north-south direction connecting with the Fenway;
- Link north-south corridors with the Riverway, most strongly along Longwood Avenue, and to a lesser degree along Shattuck Street and throughout the Northern Service Zones;
- Relate the LMA planting patterns to the Emerald Necklace and to Boston's natural surroundings. These planting patterns should be coherent and continuous, be composed of sequences of distinct locales, and maintain the sense of origin from a natural context.

Within this framework, every local planting decision should seek to support the design objectives spelled out for its respective area.

Varieties and specimens should be strong in appearance, and planted in the largest possible caliper. Miniature and care-intensive shrubbery and overly artful plant arrangements ought to be avoided, except in selected spots where an institution would like to be responsible for maintaining them.

C Experience

1 Orientation

Plants can be used both to block and to open views. They can be used to screen unpleasant facades and reestablish eroded spaces. They can establish environments and quasi-architectural formations. They can be used in aiding orientation in three ways:

- Plants can help establish connected and memorable localities;
- They can open and frame vistas and visual corridors that are essential in comprehending the urban fabric; and
- They can emphasize and endow with distinction individual buildings or other architectural elements.

2 Exchange

Plants are basic elements in articulating zones of exchange and transition between the inside and outside of buildings, between streets and sidestreets, and between two or more distinct self-contained places in the network of urban open spaces.

The objective is to use plants to enhance exchange between

- themselves and buildings and spaces,
- people and buildings and spaces,
- people and the natural environment and
- people themselves.

They must be also selected and placed to foster exchange and interaction between one another.

3 Fit

The development of a plant environment comfortable to people is predicated on some simple notions of climate, physiology, psychology, safety and security.

Plants should be selected and placed to provide shade in areas overly exposed to sunlight during the hottest time of the year, while permitting access to sun if and when desired. They should be specifically selected and planted densely where strong winds need to be screened.

Street trees should be selected with low branches well above eye level. In selecting and placing plants, care must be given to avoid blockage of vital building openings.

Each plant has a specific emotional impact or characteristic. It should be taken into consideration, especially within its immediate context: of schools, of hospital wards, around lunch lawns, at the bus stop.

Plants should be selected and located in ways that do not create blind spots and dark corners that may lead to conflicts.

4 Enrichment

Plants should be deliberately selected with consideration given to their appearance over time and throughout the seasons.

Special plant ing spots might be established throughout the area, and they can be timed to maximize their impact. Their color and shape relationship should be considered, and within the general and more serene plant network there can be flower spots and flowering trees, beds of medicinal plants, and of those with strong soothing scents. Exotic and rare plants or plants of unusual color or shape can be placed selectively into more domestic contexts.

Plants, selectively and in exceptional situations, can be shaped, pruned and trimmed.

There should be an unobtrusive plant information system, using identifying plaques, or even maps of tree and plant locations.

I Scope

Definition:

Sidewalks, paths through alleys and green spaces, roads and surface parking lots should all be thought of as one coherent system directly linked with the outside of buildings. In this chapter we will discuss walking surfaces, but will deal with others as well.

Assessment:

A great deal of sidewalks are in disrepair. Most are made of concrete, poured-in-place and scored. They are often cracked and spalled, and frequently pieces are missing. There are few exceptions: one is the sidewalk by the MATEF building, which is surrounded by a new brick sidewalk.

Roads and most parking lots are coated with bituminous concrete. Their state of repair is fair, with some stretches in need of patching and pot-hole filling.

II Design Objectives

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A Continuity

An upgraded system of sidewalk surface materials, even if applied only partially, should be capable of emulating coherence, variation and adaptiveness. It should be

- systematically continuous, i.e. give the sense of a unified whole at every given location, by virtue of an orchestrated set of components
- topologically continuous, i.e. applied with a minimum of breaks and disjunctures to either internal or external surfaces
- responsive to context, i.e. adaptive to special conditions and activities by applying flexibility in the paving system

B Image

The general surface should provide an equal match for even the most representative buildings. It should be able to lend added dignity to this varied environment of medical and educational institutions; and it should serve to identify the area as a whole, but at the same time allow for individual expression of individual locales, institutions, entrances and bus stops.

page 35 not used

1 Orientation

Orientation can be aided by the pavement system's being a medium of identification. The aim is enhanced memorability of place, locally and area-wide. The sidewalk system should incorporate elements and aspects that guarantee such added memorability - and it can do so particularly in areas that have a special capacity and need for improvement.

2 Exchange

Paving systems are highly articulate media for transition areas. The sidewalk and other ground surfaces should specially convey the merger of other elements, either by establishing distinct zones or by expressing an affinity with neighboring areas via a single unifying surface. This is particularly effective where the indoors meet open space.

3 Fit

There are three basic requirements a walking surface should fulfill:

- It should be sufficiently smooth, without protrusions and level changes to reduce the hazard of tripping;
- It should be rough enough, and be finely grainy to reduce the hazard of slipping, particularly when wet; and
- and it should be neither too dark (to be visible by night), nor too bright (to avoid glare).

4 Enrichment

Sidewalks and road surfaces offer the opportunity for incorporating special events, such as changes in color, ornamental patterns and inlays of a few special materials. Markers, memorial stones and castings can be integrated into the surface. These can express a sense of time, of locale and geographic position.

D Specific Suggestions On Materials

The main walking surface should consist of unit pavers, i.e. of individual blocks rather than of a continuous, poured bituminous or cement slab. Pavers can ususally be easily taken up for repair work, and damaged units are easily replaced. And they offer an intimate sense of scale, and the opportunity for a walking surface that is varied in color and patterns and that therefore can respond to local conditions.

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General Surfaces:

granite paving blocks in varying sizes, for different conditions. Sizes can range from 6" to 30" and they can be square or rectangular. They should be butt-set with sandswept joints. Less expensive and less attractive alternatives are high-density concrete or bituminous pavers.

Entrance Zones and Transition Areas:

Employ changes in materials and user pavers of varied sizes, patterns, color and/or material; use of special features, i.e. strips or point inlays of black granite, slate, bluestone, tile or bronze castings.

Pedestrian Crossings:

Use the same material as for general walking surface, but in thicker units to withstand car load and traffic impact. Use an edge layer of coarser material, such as granite block.

Park Paths, Special Garden Walks:

Compacted fine sandy surface, graded to drain; gravel walks; flat fieldstones set in concrete for more structured special areas.

Roadway:

Bituminous concrete.

Parking Strip, Median Strip:

Rougher surface of granite block set in concrete.

Parking Areas:

Asphalt unit pavers, with granite or concrete block demarcations.

System 4

Built Elements

[DRAFT]

I Scope

Definition:

Built elements include street furniture, benches, canopies, playgrounds and equipment, bus shelters, fences, walls, bollards, outdoor art, and other made objects and equipment utilized for the purposes of increasing human comfort, accomplishing area definitions and separations, and otherwise enriching the human experience.

Assessment:

The LMA is presently underequipped with built elements. Those that exist are not related strongly enough to one another in order for them to be perceived as part of an overall LMA commitment to people.

II Design Objectives

A. Continuity

Use of natural materials: continuity with nature can be conveyed throughout the LMA both through the form and the nature of materials utilized for the open space developments. This is important in the areas adjoining the Riverway and the Fenway, but even more important in the more built up areas. This objective can be accomplished both by the selection of the elements themselves, but also by their configuration. For example, consistent orientation toward the sun, and consistent protection from the wind and rain afford obvious clues to an overall pattern of relating strongly to nature.

Relation to adjacent institutions: materials and design attitudes from adjacent institutions should be extended out into the built elements of the open space system in order to express the continuity between the external and the internal environment at those points. In some districts of the LMA, built elements can reflect an area character; in others they must relate to individual buildings. In no district should built elements be standardized to the point where they are felt to be imposed from the outside and foreign to the local visual character.

Overlapping districts: elements should be selected to let one district become evident in adjacent districts. By using either the two types of elements that are characteristic of adjacent districts, or a type that is clearly intermediate between the two in the border regions between districts, one can become aware of one district in the other.

B. Image

Built elements can convey a sense of proximity to the Riverway and Fenway and their extension into the heart of the LMA while at the same time one should sense the institutional identity and character of each area.

C. Experience

1. Orientation

Memorability and the visual significance of larger built elements, such as bus shelters, are critical in aiding orientation. Area-specific benches and bench groupings serve a similar purpose. Consistent orientation of built elements in relation to the sun, wind and rain expresses continuity with nature and gives strong orientational clues to enable the public to discern principal directions and, therefore helps people find their way.

2. Exchange

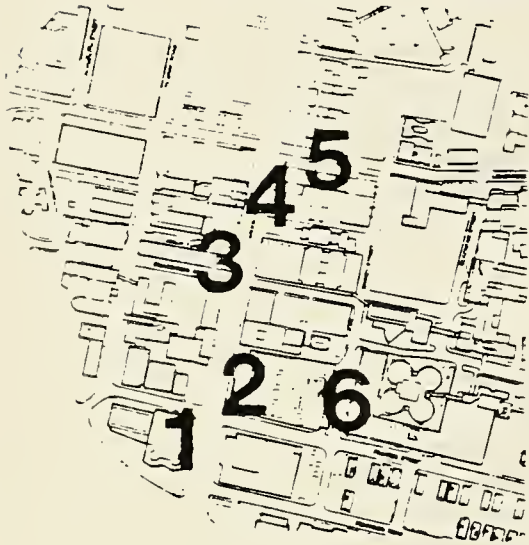
Built elements can contribute significantly to shifting the direction of movement from along the paths of the network toward the entrances of the buildings. These opportunities are elaborated in somewhat greater detail under the area objectives. Locating the majority of built elements in zones of exchange with the major institutions should mean that the institutions themselves will take on a major part of the maintenance of the built elements.

3. Fit

The first objective is to ensure that built elements are selected to be comfortable and safe as well as visually satisfying. The second is to ensure that they are placed in order to take full advantage of such local opportunities as sunny spots, views, and places protected from the elements.

4. Enrichment

The first objective for enrichment is to ensure the highest possible quality of built elements, and to increase the quantity beyond minimal levels. The second objective is to introduce thematic materials that course through the entire open space system and help to reinforce its identity. Examples of these would be a certain type of paving stone to edge walks where the main materials might change in different districts of the LMA, or a consistent type of high quality lighting fixture, low to the ground, that could be found everywhere. The third objective would be to introduce public art at critical intersections, plazas, and, eventually, in less used areas to intensify the mood and experience.



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Specific Suggestions On Bus Shelters

Concept:

Shelters should be an integral part of the streetscape and open space network. They should be part of the neighborhood's amenity system rather than foreign items parked at curbside. They can also express the presence of adjacent institutions, and even be part of their public territory. Beth Israel's new shelter on Brookline Avenue may serve as an illustration both for architectural treatment and for the way ownership and maintenance might be handled.

Elements:

In principle, all shelters can consist of common elements organized in response to the requirements of the particular site. There should be

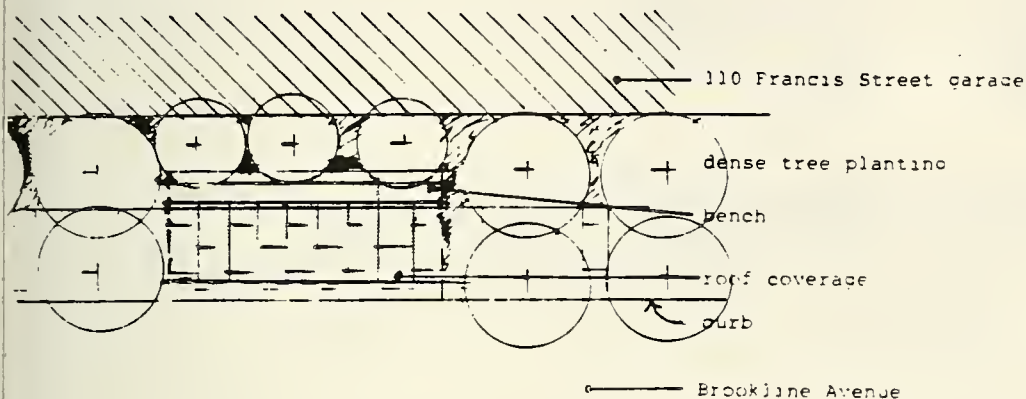
- a sense of solid enclosure, as high as the backrest, and continuous with the sidewalk surface
- floor material distinct from but akin to adjacent sidewalk material, covering more than the actual shelter area to create a zone around it. - wooden seating and backrest surfaces
- substantial vertical structural members, such as steel tubes
- laminated glass wind screens
- laminated glass skylight (if in conformance with code requirements)
- a station identification package, including fascia or side elements, area map silkscreened or on film, mounted behind glass
- where feasible, impact-protected incandescent illumination

Some Illustrative Siting Suggestions

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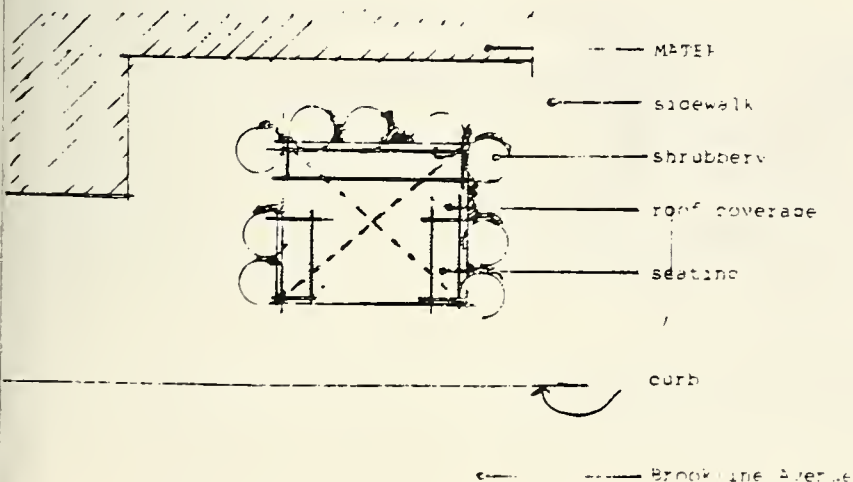
Location 1

This shelter should bridge the sidewalk, either by cantilevering the roof across it or by having its support straddle the sidewalk. Pedestrians would pass under it, and seating would be installed toward the garage wall without touching it. To offset it against the imposing garage wall substantial plants - should be introduced.



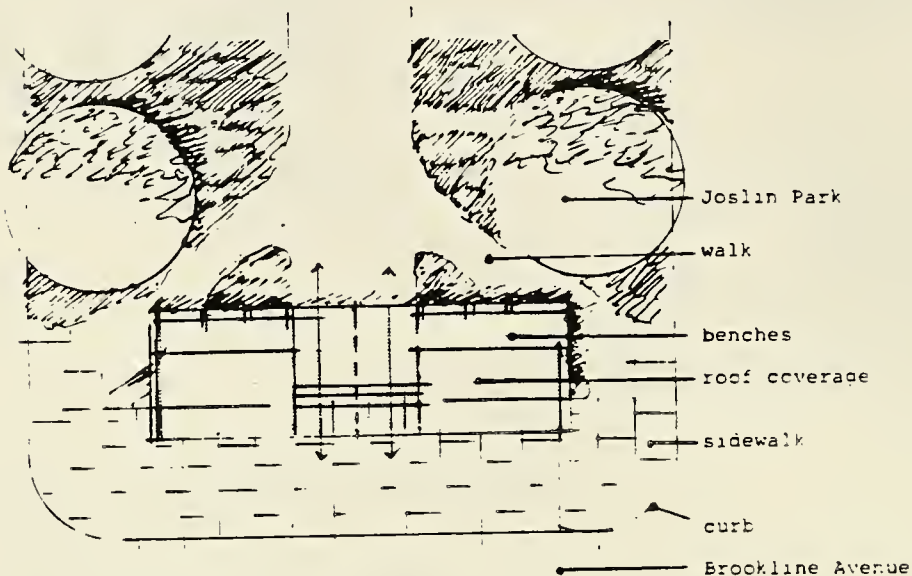
Location 2

This shelter should be placed back of the sidewalk and adjacent to the power plant's cantilevered upper stories. Much of the seating should face southwest, i.e. the direction the buses are originating from, as well as the direction of the afternoon sun. The shelter and surrounding plants should relate to the shelters across the street. This structure is most appropriately thought of as pavilion, surrounded by pedestrian circulation, and square, polygonal or round in plan, i.e. its length should equal its width. The existing planting area should be integrated into the plan.



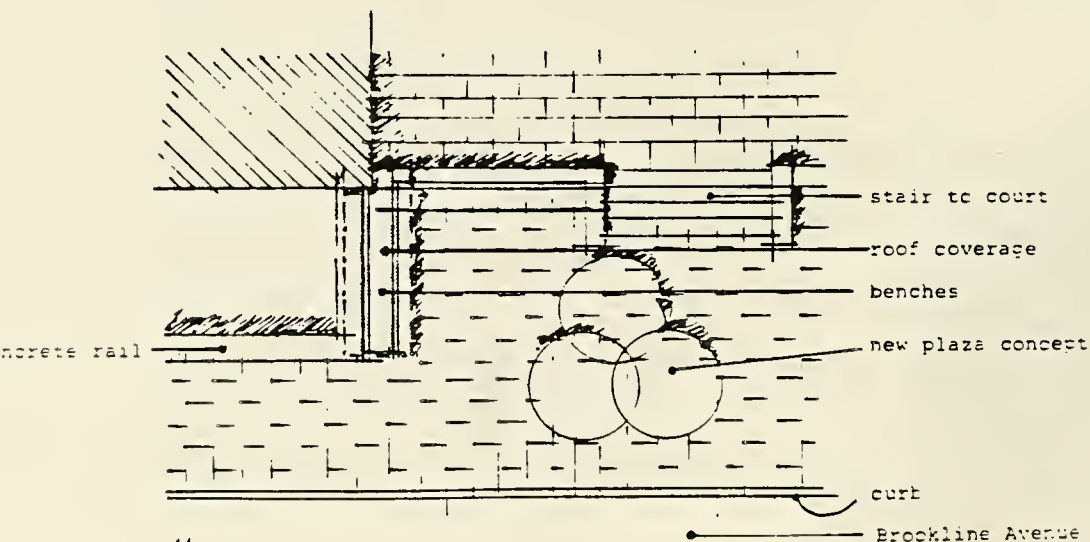
Location 3

This site is an opportunity to protect Joslin Park from traffic and to provide an inviting gateway to it. A sheltered twin sitting area divided by a passageway and marked by a raised gable facing the street would provide an exceptional place to wait, greet arriving visitors and help define the park space. **DRAFT**



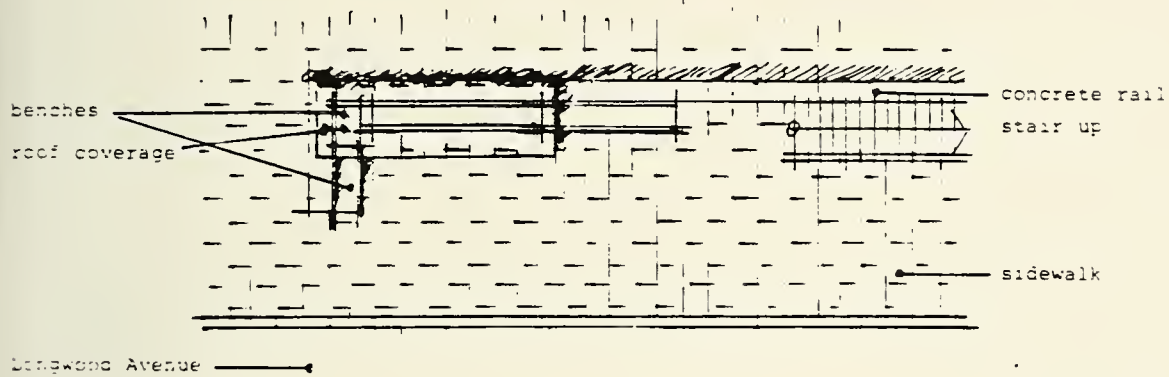
Location 4

There is unused space between the low concrete wall surrounding the lower-level retail entrance and the short set of stairs leading to the elevated plaza. This wall could be lined with benches in an L-shaped fashion and provided with a partial roof. This would create a positive extension to the building and help generate an active plaza in the now unstructured space immediately to the southwest.



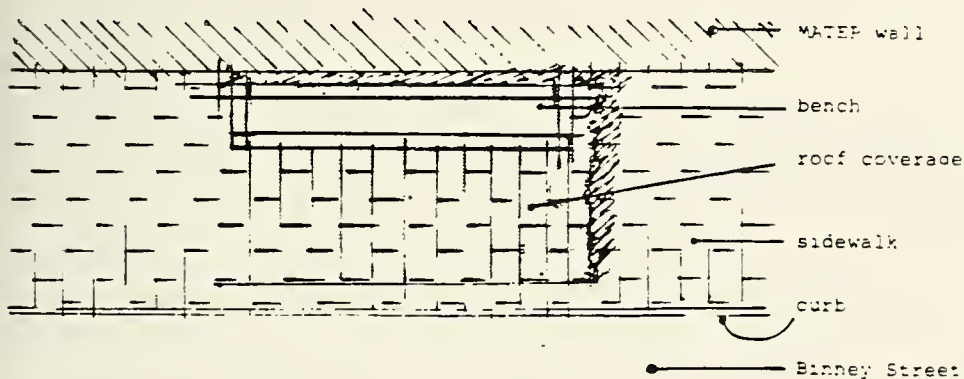
Location 5

Currently most people waiting sit along the wall outside the prefabricated MBTA shelter. Comfortable benches could line much of that wall, keeping some distance from the stairs leading up. There could be a short concrete extension of that wall to create a well-protected L-shaped sitting space toward the end of the wall, facing the bus' arrival. A sheltering roof could be provided for part of the wall area, preferably toward the extended end. The result would be an unobtrusive improvement to the building and a way of focusing active attention on the adjacent sidewalk area.



Location 6

This shelter should straddle the sidewalk by bridging it or by cantilevering its roof from supports at the wall. Additional elements, not included above under 'Elements', could be introduced to increase coherence with the adjacent structure and its skin of metal fins.



System 5 Lighting & Daylight

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I Scope

Definition:

Outdoor lighting has to be thought of as an integrated system, unifying the area and aiding in articulating a hierarchy of open spaces. It encompasses road lighting, pedestrian area illumination, entrance lighting and security lighting.

Assessment:

lighting in the LMA is generally less than adequate from a human comfort, safety and formal standpoint. Most of it consists of widely spaced, goose-neck mounted, high-pressure sodium lamps in highway fixtures, on concrete or wooden poles.

Some of these fixtures have been replaced more recently by the City of Boston, as in the Deaconess/Joslin area, and along Binney Street, Pilgrim Road and Huntington Avenue. In light distribution and fixture appearance they constitute a measurable improvement, although they still fall short of satisfying many requirements for a pedestrian environment, especially the correct color of light. Most of the Longwood Area, therefore, still is dramatically ill-illuminated, a condition that is detrimental to the image of the area and its member institutions as well.

II Design Objectives

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A Continuity

By night, a new area-wide illumination system is an important element capable of establishing a sense of continuity of public open space throughout the area, as felt at its perimeter, and as it connects to the surrounding network of spaces and corridors. It should contribute to the area's sense of continuity during daytime as well, by virtue of the architecture of the lighting elements, and their coordination.

There should be continuity throughout the system of lighting itself, but also with the LMA buildings and open spaces.

B Image

By day and by night, the new system should strongly establish an identity that is in keeping with the prestige associated with the member institutions. It also should convey a sense of security, and visually establish a domain clearly oriented toward pedestrians.

At the perimeter of the area, it should signify a strong but permeable boundary, with gateways at the Longwood and Brookline access points. Movement corridors and traffic arteries within the area should be reinforced according to the type and level of activity taking place. Their linearity should be emphasized but can be blurred towards the building edges and adjacent open spaces. There should be a feeling of connectedness with the open spaces of the Riverway and the northern campus area.

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C Experience

1 Orientation

The lighting network should establish a sequence of memorable and interconnected events and spatial references. It should incorporate and bring to play the most significant of area architecture and urban space.

Lighting should enhance other attempts at improving orientation made through open space elements, such as planting, surface materials, furniture, bus shelters and public art. Besides highlighting these elements and strengthening their impact, the lighting system should also make its own independent contribution to area orientation.

2 Exchange

Individual lights and groups of lighting elements should be made to facilitate exchange and mark areas of transition: between neighboring areas, where directional shifts occur, both pedestrian and vehicular, and at the boundaries of the open space system.

Specific spatial considerations should focus on plazas, entrance zones, intersections and pedestrian crossings, resting spots and special movement corridors.

3 Fit

Human comfort and well-being are greatly affected by light. Its intensity, color, manner of placement and the way it is shed - whether shadows are exaggerated or minimized - all are variables establishing a rather narrow range of options within which requirements of human fit are satisfied.

- Light output should approximate the composition of incandescent light, the artificial light source closest to natural light;
- Light spacing, height and relative positioning should

- eliminate confusion, be coherent and contiguous with the pedestrian open space;
- Fixtures should be visible by night, but eliminate glare;
 - Light levels should be neither too high nor too low, and especially illuminate vertical surfaces, for the recognition of faces and facades
 - Light should be diffuse, and differences in light levels should be small and softly modulated to eliminate a common source of discomfort

4 Enrichment

Special light events, such as color shifts, pulsating lights and object illumination can be employed to mark nodes in the open space system such as pathway intersections, access points, plazas.

The light elements themselves can incorporate enriching aspects such as vertical pole illumination, or a special emphasis on the appearance of the fixtures after dark.

D Specific Suggestions

Lighting variables are

- Appearance of pole and fixture, by day and night;
- Density of light elements;
- Rhythm of fixture placement;
- Mounting height;
- Light color; and
- Beam intensity, directionality and spread.

1 Maintenance and Minimum Performance Requirements

Fixtures and Support Elements:

Fixtures should be illuminated visibly, at a low level of intensity. Light poles and fixtures should be vandal-resistant.

Light Quantity and Quality:

General light levels, as reflected by illuminated surfaces, should be in the two footcandle range. Light color should approximate incandescent light, i.e. be generated by a source of close to 2,900 degree Kelvin.

Lamps and Transformers:

Lamps should be of great longevity, and be easily accessible for replacement. The number of ballast types required should be limited as much as possible. Suggested are long-life incandescent bulbs and, where high-intensity discharge lamps are required,

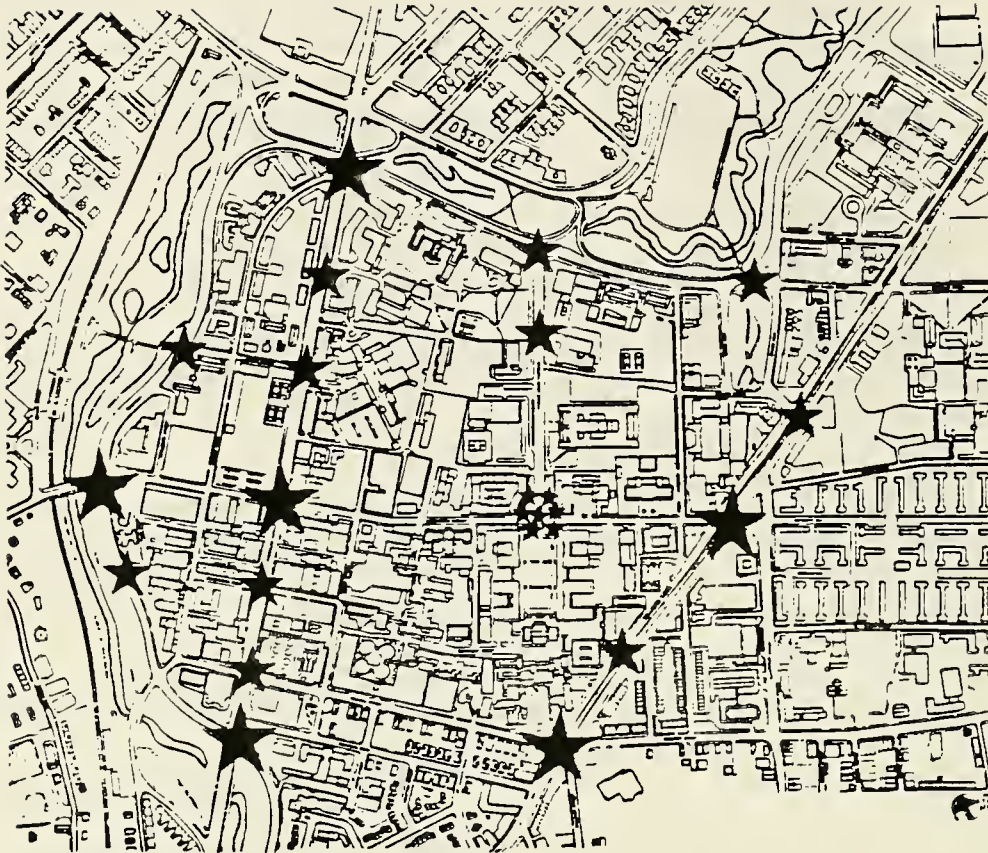
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color-corrected mercury vapor or metal halide bulbs should be used.

2 Element Suggestions

Suggested here are lighting elements for a hierarchy of eight space categories:

- General street lighting should be at the 12-foot mounting height level, to set the general tone for the area. It should be placed in greater density, demarcating streets and areas of special importance and character;
- Intersection and crossings illumination, with fixtures mounted at the 16-18 foot level serve as area gateways and pathway crossing markers;
- General pedestrian pole lighting mounted at the eight-foot level. Along with the first category it will provide continuity and general illumination, but should be restricted to primarily pedestrian-oriented paths, or additionally along the main corridors of movement;
- Special low lighting should be installed in-ground, under water, or at the three-foot level: along walls, pedestrian walks leading to entrance areas, on stairs or in railings;
- Lighting of semi-public and sheltered areas includes incandescent lights in bus shelters, in and around building entrances, along walkways leading to entrances and at benches and sitting spots;
- Lighting supportive of landscape and built elements refers tiny bulbs in trees, low-level illumination of special plants or plant areas, and the illumination of significant building facades, or seasonally and for special occasions;
- Enriching light applications should be used at nodal points such as fountain lights, neon and other linear light sources, modified light colors, light sculptures projected into naturally occurring media (haze, fog) or specially generated ones (steam, mist);
- Parking and service area illumination is usually delivered by high pole or building-mounted area lights, of high source intensity. To the degree possible, they should be avoided. Proper, human-scale pedestrian lighting elements should be employed to provide sufficient illumination for these areas.



Proposed Special Lighting Conditions

Indicated are key points of the open space system warranting special attention in the configuration of outdoor lighting, in addition to a new general, pedestrian-oriented system.

primary intersection illumination

(18' mounting height, clustered)

secondary intersection illumination

(16' mounting height)

special street light event

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With rapid development in recent years, daylight has become a critical issue, particularly in the core of the LMA. Building density in areas like the Binney/Blackfan district is approaching that of the central business districts of some major cities. Indeed, Binney, Blackfan, Shattuck and other streets and open spaces are experiencing typical problems: lack of direct sunlight and even undersupply with daylight.

Establishing sunlight preservation zones for the planning of new buildings, building height restrictions, setbacks, vertical setbacks and other measures are suggested to minimize further 'canyonization'. This is an issue that directly affects quality and usefulness of open space, and therefore is one with a high priority in developing lasting open space improvements.

D. 11. 11.

3 Areas

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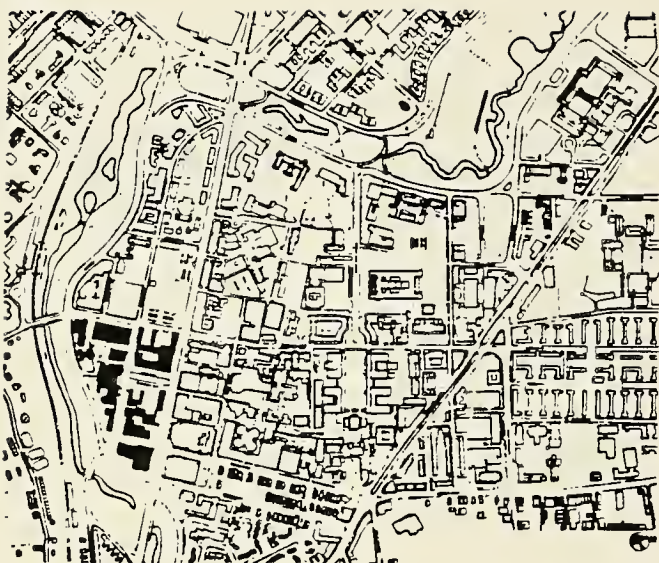


The Areas

The Longwood Medical Area consists of several distinct sub-zones. For the purpose of this manual, thirteen such coherent spatial units have been identified. Some are organized around streets, some around green spaces and some are identifiable transition zones in between. All can be understood as neighborhoods.

A principal objective of this report is to strengthen the character and the identity of every one of these neighborhoods, while making each perform to area-wide standards and principles.

B



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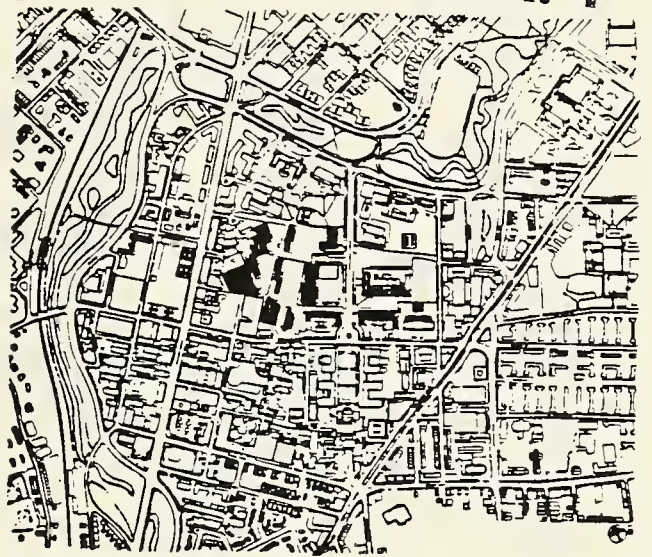
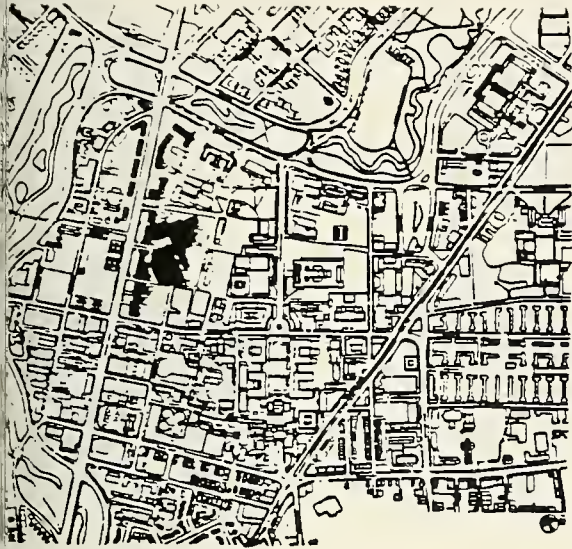
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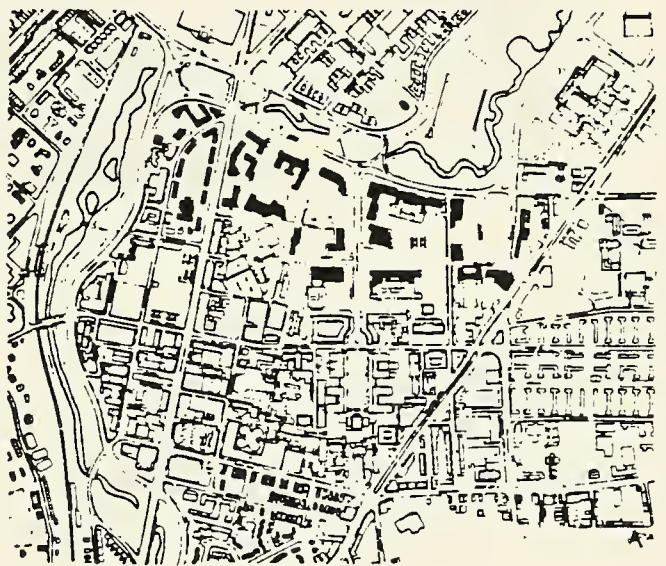
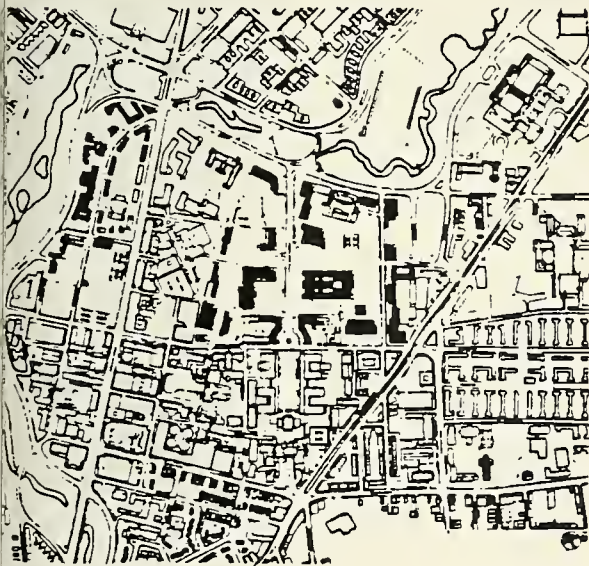
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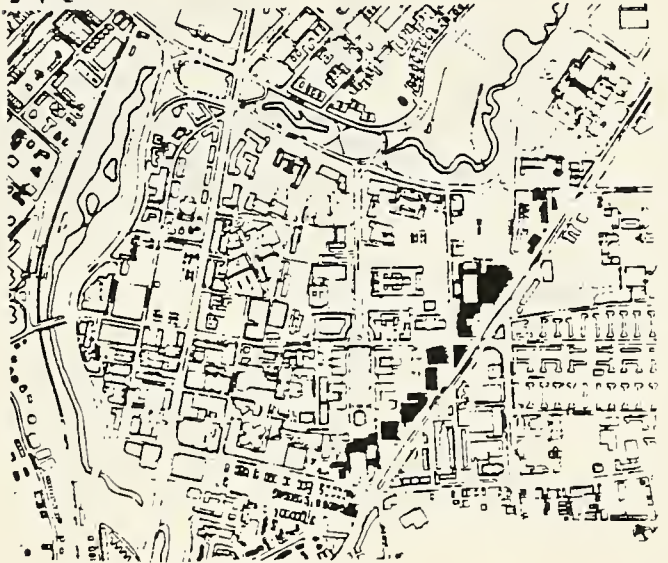
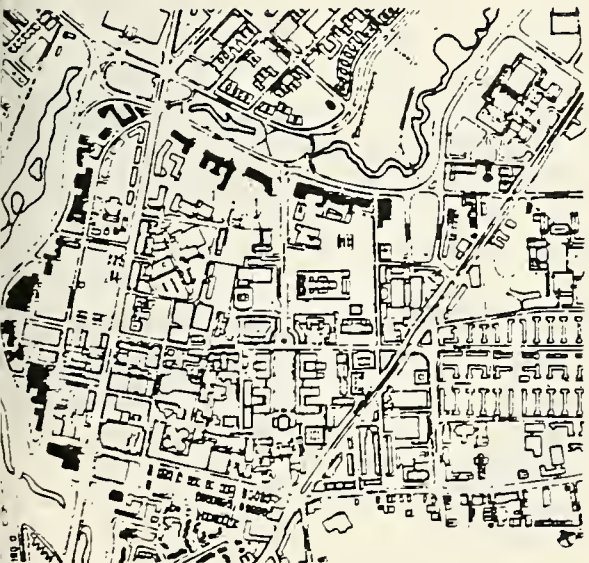
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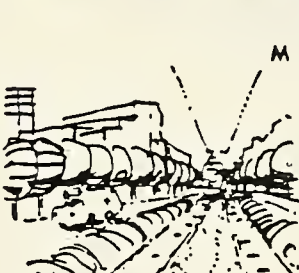
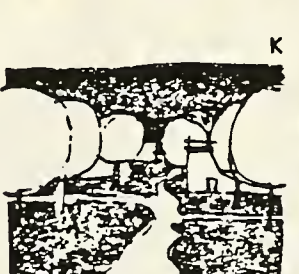
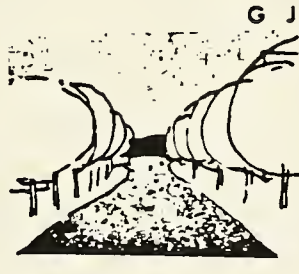
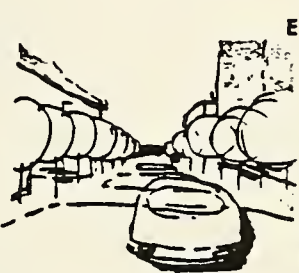
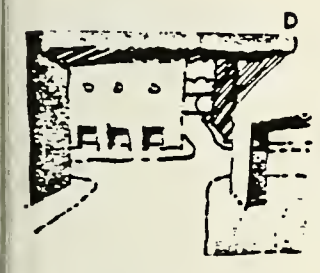
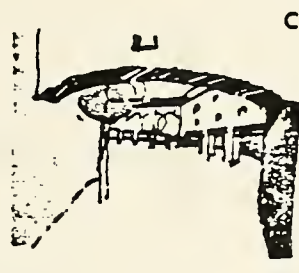




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A Note On The Area Image Sketches

For each of the following areas one of these shorthand sketches will illustrate some essential existing or potential qualities. The left drawing is a perspective view and the right a plan view. Neither one is of any place in particular or to scale, but rather intended to give some visual taste of the particular area's characteristic image.



Area A

The Francis Street Area

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Francis Street seen from Brigham Circle.

Area Definition:

Two streets are dominant in this area: Francis Street and Fenwood Road, and they are connected by several short perpendicular streets. Some of the perpendicular streets lead into the LMA proper and into the Mission Park housing area to the south, respectively. The area is characterized by the juxtaposition of a residential neighborhood with an intensely used hospital area. The predominant public corridor is Francis Street while much of Fenwood Road is reserved for residential use.

Issues:

Traffic on Francis Street is intense during much of the day, because it is the major route to Brigham and Women's Hospital for ambulatory and emergency care. Francis Street connects Brigham Circle with Brookline Avenue and the Riverway. This link is the only east-west traffic connection south of Longwood Avenue and accounts for much additional car movement.

II Design Objectives

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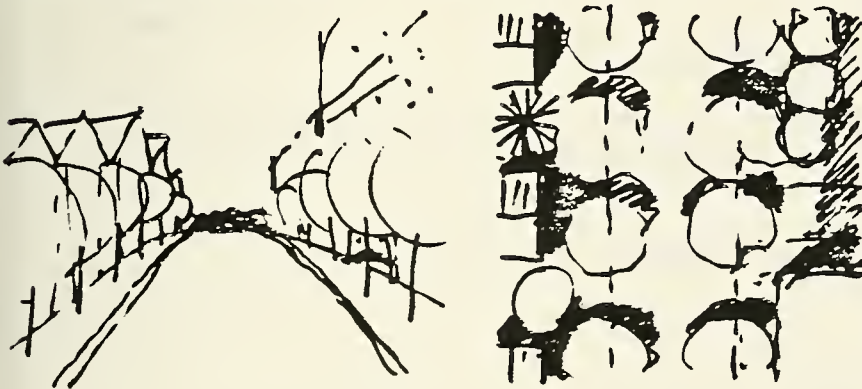
A Continuity

The primary goal should be the maintenance of the area as a residential neighborhood, disturbed as little as possible by outside traffic. Vital access to the hospital must be preserved at the same time. Continuity therefore will have to be established along the length of Francis Street rather than across it, i.e., a certain degree of separation of the two sides of Francis Street is implicit in any attempt at improving its quality.

The areas most naturally associated with Francis Street are the Mission Park community and, in terms of open space and sense of green, the Riverway. The continuity with Mission Park should be strengthened, in terms of type and scale of landscape development, street furniture, and support for everyday life. Continuity with the Riverway should be accomplished in a more exclusively visual sense by planting more red oaks. A clear separation should be established from BWH. Francis Street should be strengthened as a buffer corridor protecting the privacy of residents and the clarity of access to the hospital.

B Image

Developing Francis Street into a clear corridor-buffer will preserve the residential image of its southern half while



maintaining clarity of character along the hospital edge. Strong street vegetation along with built elements are ways to achieve this separation, while at the same time maintaining a coherent image of the roadway itself.

1 Orientation

Because of this area's limited size and gridiron structure, external orientation is not an issue. There are seven penetrating visual corridors in all directions, and the MATEP facility and BWH tower are clearly visible from many positions within the area.

Orientation within, however, is somewhat less clearly established; boundaries between public and private domains are not well clarified, particularly along Francis Street itself. This problem can be remedied by strengthening Francis Street plantings as already noted, and by developing a clearly defined pedestrian path for hospital visitors along the northern side of Francis Street.

2 Exchange

The Francis Street/Fenwood Road neighborhood is open on four sides: toward Brigham Circle and Huntington Avenue, to the Mission Hill housing development, Brookline Avenue and the Riverway and, via Brigham and Women's Hospital, to the core of the Longwood Medical Area. The nature of exchange with the neighboring areas should be

- Limitation of access at the Brigham Circle and Brookline Avenue/Riverway sides, while preserving visual continuity with the latter (visual access limitation is aided by the presence of commercial and institutional buildings acting as visual anchors at these boundaries). This can be done through intensified planting, widened sidewalks at intersections and other measures designed to give the impression of a domain apart;
- Transitional separation of the residential side of Francis Street from the BWH side of the street;
- Strengthening of transition areas between the residential and the institutional domain, such as the small park on Binney Street; and
- Maintenance of a sense of continuity toward Mission Park.

*

Footnote

The urban street edge facing Huntington Avenue is badly neglected. In the long term, stimulating reuse of the stores, structures and other spaces will be a contribution toward improving conditions on Huntington Avenue south of Brigham Circle.

Communal open space is vital to the area as living quarters. There is one play area and a bench area shared with institutional users. The streets themselves, particularly Fenwood Road can be thought of as communally useful outdoor space. Some of the vacant lots, if landscaped and maintained minimally, will add to the sense of open space and green. To enhance the area as a family environment some of the vacant lots could be used as tot lots or small sitting and rest areas.

The level of traffic on Francis Street does not contribute to the quality of the neighborhood. The sidewalks on Francis Street are too narrow to comfortably carry hospital visitors from the MBTA stop at Brigham Circle and to give an adequate buffer to the residential side of the street or provide sufficient space for trees. Sidewalk space ought to be increased.

4 Enrichment

The wall along the north side of Francis Street is a natural spot for a large-scale relief mural, even if temporary. Enrichment could also consist simply of increased intensity and sizes of planting and trees.

III Opportunities

DRAFT

A Public Open Space And Circulation

- 1 Widen sidewalks on Francis Street, particularly at BWH and on its south side. Use curb cut-outs where continuous widening is infeasible.
- 2 Enforce parking regulations in front of BWH.
- 3 Repair and improve access to the Mission Park garage through surface improvements and street planting.
- 4 Open vacant lots to recreational use.

B Planting

- 1 Screen and shade the Fenwood Road playground by allowing wild hedgerows to grow, similar to the plant edge around the adjacent parking lot.
- 2 Intensify planting around the small park on Binney Street. Provide shade for the sitting area. Plant more oak and linden trees.
- 3 Implement a planting program for the street edge, around vacant lots and playgrounds. Street planting can be diverse and eclectic, i.e. use mulberry, chestnut, linden, maple, willow trees of substantial size and caliper, and perennials on Fenwood Road and along the southern edge of Francis Street.

The hospital side of Francis Street should be planted with a single species such as little leaf lindens. Plant north-south connecting streets similarly.

C Furniture

- 1 Restructure the sitting area of the Binney Street park. Level the benches and reorient them towards the sun. Provide partial shade for some of the benches.
- 2 Equip empty lots with chairs and benches, and some tables. Use play equipment of an inexpensive and sturdy kind, built from masonry and lumber.

D Surface Materials

- 1 Generally, sidewalks need repair. When more than temporary patching is feasible, use small concrete unit pavers to mark entrances, and larger ones for the general sidewalk surface.
- 2 Use street pavers to mark temporary parking spots at BWH.
- 3 At intersections, carry sidewalk materials across in a slightly raised or mounded fashion, and line with cobble stone to give pedestrians the right of way.

E Special Lighting Conditions

- 1 Expand the street lighting system employed on Fenwood Road to Francis Street and side streets
- 2 Introduce special pedestrian oriented lighting along the north side of Francis Street to delineate public passageway from Brigham Circle to BWH
- 3 Illuminate park areas and play lots specially

F Public Art

DRA

- 1 Introduce artful play elements that move and can be inhabited, in open spaces such as play lots or bench areas
- 2 Enliven BWH entrance zone with colorful banners and shields
- 3 Introduce a relief sculpture along the Francis Street wall

DRAFT

Area B The Deaconess-Joslin Complex



A view of Autumn Road, looking north.

I Scope

DRAFT

Lunchtime in Joslin Park.



Area Definition:

The area is well-defined by the Riverway edge, Brookline and Longwood Avenues. It is topographically varied and offers a range of pedestrian-scale streets and spaces. Joslin Park is its central open space. It is tied in well with the surroundings and serves as a front yard to the southern half of Brookline Avenue, one of the most public stretches of the Longwood Medical Area.

General Assessment:

The general sense of place is that of a smaller neighborhood within the larger community of the Longwood Medical Area. There are some physically neglected areas and buildings abutting Brookline Avenue; at the southern corner of Longwood Avenue (the facade of the corner drug store is in need of restoration) and the northern corner of Francis Street (gas station and adjacent truck service area).

II Design Objectives

DRAFT

A Continuity

The transition to the Emerald Necklace is well articulated where Autumn Street descends in a steep wind to the Riverway and by the richly planted setbacks of buildings along it. The continuity with these green areas can be strengthened by providing roadway markings and signals at pedestrian crossing points such as access to the Riverway at the Autumn Street intersection. In addition, street vegetation can be drawn more intensely into the heart of the area.

The street pattern toward the eastern edge is continuous with Longwood Avenue and with the Binney/Blackfan Street complex. However, because of heavy traffic loads Brookline Avenue acts as a pedestrian barrier. Establishing a stronger link across Brookline Avenue is vital. Ways of accomplishing this are described here and in Area E/Brookline Avenue South.

Internally an intensive planting and furnishing program will convert the district into a close-knit network of pedestrian oriented spaces.

B Image

The area's image is that of a self-contained neighborhood; equipped with parking structures, a gas station, a clearly articulated center and some housing. It is a highly populated hospital community, drawing a large number of visitors and patients - and even staff from other areas of the LMA that seek out Joslin Place for a lunchtime break.

The image of the area will be enhanced by better public illumination and a street planting program that emphasizes the street pattern and highlights and intensifies Joslin Park and Joslin Place.



A new structure combining a gateway and a bus shelter at the Brookline Avenue edge of Joslin Park will act as a symbolic entrance to this small community which will screen the park from traffic and make the entire district more legible by providing a visual marker.

C Experience

DRAFT

1 Orientation

Orientation within the immediate surroundings is easy. The street pattern is open and there are significant landmarks outside and inside the area.

Public entrances, however, are not as prominent as they might be: access to New England Deaconess Hospital and the Joslin Diabetes Center is ambiguous or not clearly marked. Small changes in street architecture and vegetation, combined with a pedestrian signage system can be employed to accomplish this improvement.

2 Exchange

Major pedestrian flows occur across Brookline Avenue. As stated before, strengthening the link with the Binney/Blackfan Street complex is a prime concern. Ways of enhancing this exchange zone are described in detail in Area E.

3 Fit

There are several locations with greatly differing qualities and requirements that would benefit from the installation of pedestrian street furniture.

- The New England Deaconess entrance zone.
- The wedge of green between Autumn Street and the Riverway.
- The Joslin Place/Joslin Park area as a whole.

4 Enrichment

The entire Brookline Avenue frontage should be upgraded and enlivened. Flags, banners and color can be used at the Joslin entrance, as well as other important access points to institutions. The shelter at the park should be useful, but also special in sculptural treatment, material selection and color.

Joslin Park is fragile and cannot be overloaded with public art objects. A slender, wind activated sculpture, or a number of smaller such devices are possible ways of adding interest year round and making breezes visible.

III Opportunities

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A Circulation and Public Open Space

- 1 Secure the street system as a public space network with plants, lighting and furniture
- 2 Enhance Joslin Place by reducing on-street parking, extending the edge of Joslin park and planting street trees
- 3 Provide improved means of pedestrian cross-traffic
- 4 Create rest spots at the Autumn/Riverway corner and in front of the New England Deaconess entrance

B Planting

- 1 Densely plant Autumn Street and Pilgrim Road with lindens. Plant the edge of Joslin Place with trees 15-20' on center. Replace the hedges on the Deaconess Road side with trees. Introduce additional crabapple and cherry trees in the park area.
- 2 Heavily plant Brookline Avenue with lindens.
- 3 Introduce ivy at the parking structure at 110 Francis Street.
- 4 Plant a screen around the parking lot at Autumn/Crossover Street, and along the facades at Crossover Street/Pilgrim Road.

C Furniture

- 1 Provide sturdy park furniture in the at the Autumn/Riverway corner.
- 2 Introduce more urban benches at the New England Deaconess entrance and around the Joslin Place perimeter.
- 3 Provide new benches in Joslin Park that are visually lighter than the ones recommended for 1 and 2 (replace stone benches with wood)

D Surface Materials

- 1 Maintain the gravel walks in Joslin Park.
- 2 Resurface pedestrian areas with granite pavers.
- 3 Alternate paver sizes and paving pattern at entrance zones and introduce inlays of other stone material

DRA

E Lighting

- 1 Expand the recently installed lighting system (as on Pilgrim Road) to cover this area
- 2 Use special incandescent lighting in Joslin Place, spaced closely together.

F Public Art

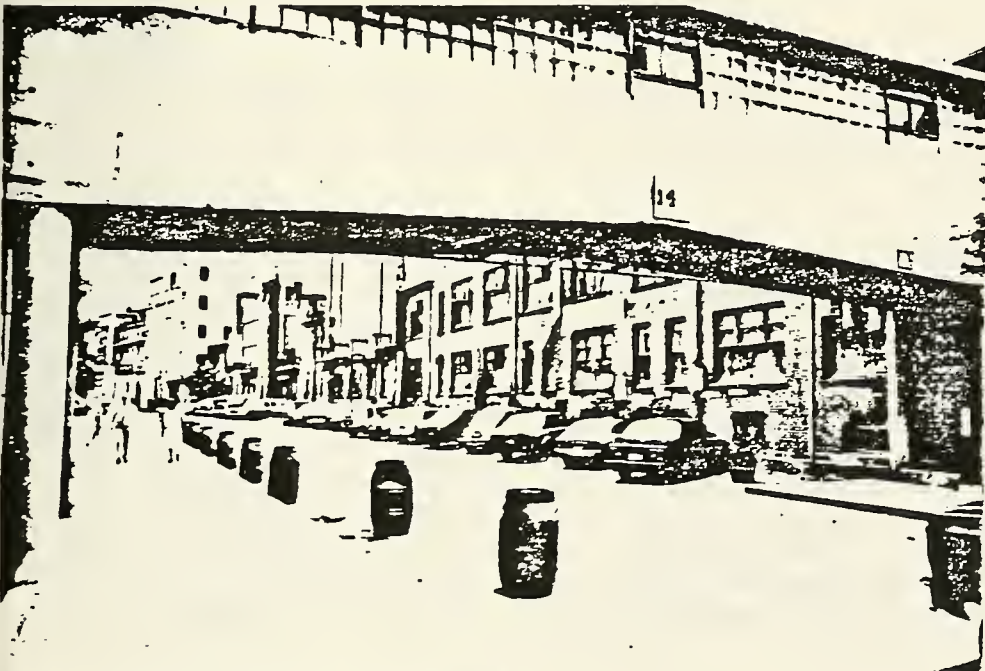
- 1 Develop an outdoor banner program for the Brookline Avenue edge around Joslin Place and the Pilgrim Road access to the Joslin Clinic. Focus on public entry points.
- 2 Deploy light wind-activated sculptures in Joslin Park.
- 3 Install a moderate size fountain in Joslin Park.

H Other

- 1 Improve Brookline Avenue storefronts. Open stores visually to street by turning displays towards the public (window displays are now non-existent, windows are used as storage area for goods facing the inside of stores).
- 2 Renovate, restore and clean Brookline Avenue facades, particularly on the west side. Institute signage program and design guidelines.
- 3 Implement a signage program for all institutions and major buildings in the area. It could consist of actual sign designs or of suggested guidelines for individual implementation.

Area C Shattuck Street

DRAFT



The view from the Blackfan Street corner.

I Scope

Area Definition:

Shattuck Street today is a cul-de-sac serving important front entrances: the Harvard Medical School, the School of Public Health, the Wolbach Building at Children's Hospital, and the Countway Library.

General Assessment:

Shattuck Street serves as delivery and service alley, but also very much as the LMA's core internal spine, i.e. as an inner Main Street for staff and students. Its shape is characteristic: it is bounded by a coherent building edge, arcing in a gentle sweep, introduced by a overhead bridge and terminated by the rectangular plaza formed by the Medical School, Countway Library and the back facade of the old Peter Bent Brigham building with its glazed cafeteria. Much of Shattuck Street's southern edge is formed by a string of neglected brick laboratory and service buildings. Consequently, the image Shattuck Street conveys is that of a service alley incongruously accommodating neoclassical porticoes and entrance halls.

II Design Objectives

DRAFT

A Continuity

Following Shattuck Street westward, there is a faint sense of continuity, as far as Brookline Avenue into Joslin Park. It can be strengthened. The other connections, links to the HMS quadrangle, the alleys and across the small places built more recently between the Countway Library and the School of Public Health, are more abrupt because of the surprising change in character. These connections can be enhanced to allow the network of open space to flow more continuously but without weakening Shattuck Street's strong sense of cohesion. Continuity can be strengthened externally by planting and equipping transition plazas and alleys specially for this purpose, and internally through a coherent surface, upgraded lighting and the establishment of a continuous arcade or canopy walk along its southern edge.

B Image

Shattuck Street's present appearance conceals that of a place intimately scaled and with a strong sense of enclosure. It is the connective fabric of several main institutional access points and



an important circulation space of a much more internal, private kind than that of the surrounding streets.

Opportunities for revealing its nature are

- facade repair and other architectural improvements,
- limitations in the height of new buildings at their immediate street edge,
- an appropriate and contiguous walking surface,
- cautious planting,
- organized and restricted parking,
- a continuous arcade,
- strategically placed street furniture and
- strengthened small places, plazas and alleys connecting Shattuck Street with its surroundings.

C Experience

DRAFT

1 Orientation

Shattuck Street is comparatively isolated from other areas. Nevertheless, it enjoys spatial clarity, several memorable buildings and facades and some openings for view into adjacent areas. Orientation and a sense of direction are clear, but finding Shattuck Street is another matter. Locating it is difficult because of 90 degree turns that have to be negotiated before entering, and the fact that there is only a single access point by car, and only few and of obstructed passageways for pedestrians.

Remedies include internal signage, and urban design measures to emphasize the connection to Binney Street, Longwood Avenue and Joslin Park.

2 Exchange

Improved exchange of Shattuck Street with the adjacent buildings and spaces means to take advantage of these opportunities:

- penetrate much of the groundfloor physically and programmatically, to allow active exchange with the inside and the outside;
- articulate intermediate zones between Shattuck Street and adjoining public spaces and passages as a third realm where exchange takes place; at the same time
- satisfy the requirement of fluid continuity of the public open space system across these realms.

These intermediate zones would typically be treated as rest spots and leisurely social exchange areas.

3 Fit

Upon investigation, there appears to be a rich field of opportunities to increase comfort and human fit. One category that causes confusion, discomfort and even accidents is the articulation and treatment of ground surfaces. It best is used to signify Shattuck Street as a pedestrian zone where the use of the automobile is restricted. Vehicular traffic should be greatly reduced. Similarly, understanding the area as pedestrian domain implies equipping it with a full range of pedestrian amenities, such as selective plantings, furniture, and special lighting. The street could become a major place for social interaction.

4 Enrichment

Flags and color sculpture can be another device to mark transition areas. Water fountains can be introduced in transition plazas and at the terminus of Shattuck Street at the Countway Library.



The Harvard Medical School.



The back facade of the old Peter Bent Brigham Hospital; a potential architectural asset, given some cosmetic care.

III Opportunities

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A Circulation and Public Open Space

- 1 Introduce a highly restricted parking system.
- 2 Define the entire street as a pedestrian realm and protect pedestrian flow with bollards or slight level changes where necessary.
- 3 Ease pedestrian flow into adjacent spaces and transition zones.

B Planting and Landscape Elements

- 1 Strengthen the existing vegetation along the northern side.
- 2 Selectively plant fewer large and finely-leaved trees on the southern side or in the current roadway, rerouting traffic to maneuver around them.
- 3 Grow vine or ivy where feasible.
- 4 Remove the chain link fence at Children's Hospital and continue hedging.
- 5 Provide plant screening around the parking lot on the northern street side.
- 6 Introduce fountains or pools in the lower plaza between the library and the School of Public Health, and in the space in front of Peter Bent Brigham and in transition plazas.

C Furniture

- 1 Furnish transition plazas with benches to foster interaction and human exchange.
- 2 Provide benches along the entire northern street side.
- 3 Furnish the lower plaza between the Countway Library and the School of Public Health.

DRAFT

D Surface Materials

- 1 Use small granite pavers as basic surface.
- 2 If necessary, use inlays of strip pavers or larger units of granite or other natural stone to demarcate the cartway and remaining parking spots.
- 3 Extend paving system into adjacent alleys and transition plazas.

E Lighting/Daylight

- 1 Illuminate the street with low pedestrian fixtures and incandescent lamps.
- 2 Use more densely clustered light, tinted light or in-tree illumination to highlight transition areas.
- 3 Floodlight the Children's administrative building, the Harvard buildings and the back facade of Peter Bent Brigham with subtle washes of light.
- 4 Limit height of new buildings to existing height +1 story at the edge of the sidewalk to preserve sun and daylight, and encourage the upper stories of taller buildings to be set back from the edge of Shattuck Street.

F Public Art

- 1 Develop a flag and banner program for use along the southern edges, in transition areas and around entrances
- 2 Alternatively, develop kinetic sculpture program to perform the same role system

G Other

- 1 Maintain spatial coherence by avoiding setbacks at street level in future buildings along Shattuck Street
- 2 Encourage the use of street level of future developments or conversions of existing structures for public-oriented functions.
- 3 Similarly, maintain openness and transparency along the groundfloor building edges. Arcades connecting windows, doors and perpendicular passageways can perforate and make part of the street experience what otherwise would be a blank wall.

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Area D

The Binney/Blackfan Street Complex



At the corner of Binney Street and Longwood Avenue.

I Scope

DRAFT

The Jimmy Fund Building, an architectural asset in the area.



Area Definition:

The Binney/Blackfan Street Complex is the central core of predominantly high-rise medical service and support buildings. It is bounded by Brookline and Longwood Avenues, by the BWH Shattuck Street edge and by the north-south boundary of the Harvard Medical School linking Shattuck Street with Longwood Avenue.

General Assessment:

Several LMA member institutions share this dense quarter which is continuously growing denser. There are few provisions to make the environment amenable to pedestrians, and the short but towering blocks of patient care, administrative and parking structures offer little of interest to the passerby. With increasing density, daylight will be at a premium.

II Design Objectives

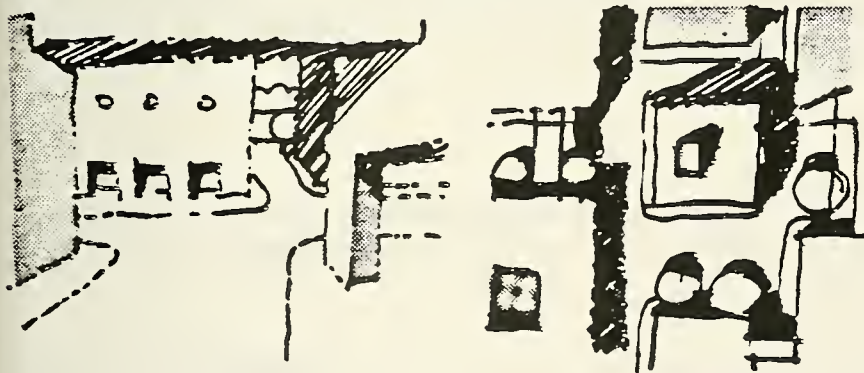
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A Continuity

The gridiron street pattern offers the opportunity to maintain openness and visual corridors to the surrounding areas. Blackfan Street in particular might be useful to connect visually and physically with the green areas and campus spaces in the northern region of the Longwood Medical Area. The building density poses a significant problem in maintaining a real sense of continuity of public open spaces as it is found in surrounding districts. This can be turned into an asset, and the Binney/Blackfan district can become a densely populated domain of a special quality in its own right.

B Image

This district constitutes a small urban center, and its public space can become more supportive of this theme. Outdoor activities, transparent ground floors of buildings, information-rich streets, surfaces of polished stone and metal, and exaggerated perspectives in the design of new building bridges are a few of the devices suggested here.



C Experience

1 Orientation

Despite its limited size, this district is in danger of remaining visually confusing unless a special effort is made to enhance its memorability. A hierarchical system for denoting entrance zones should be developed to make them more legible and to distinguish the public areas from restricted zones. Since the district is one of the most public, orientation is of special importance. Memorability can be introduced by changes of entrance zones, open spaces related to these and by the particular form of paths that lead to them.

With an increasing likelihood of second-level connectors and their use as an internal circulation system, street access must be made legible and the connections comprehensible, particularly for the visiting public.

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2 Exchange

In this district the most important kind of exchange is the one taking place between the public path and the inside of the building. On this immediate level of visual and physical exchange what will be sought is contact with lobbies, protected outside spaces in the domain of the building, ways of reaching pedestrian bridges, and other ground floor areas.

Openings, covered walkways and arcades, and transparent surfaces are means of fostering exchange, and so are objects, color, materials, vegetation and activities found on both sides of the building skin. In addition, the groundfloor can be used in ways amenable to the public, i.e. by small restaurants and stores.

3 Fit

Human fit is largely determined by the shape of pedestrian paths: whether they are protected from rain, whether they offer places to rest along the building edge or in special niches, and whether conflicts with car traffic can be avoided. It is also determined by the kind of materials that sidewalks and buildings are constructed of, their reflectivity, color, texture, resilience and temperature upon touch (heat conductivity).

4 Enrichment

Area information, activity schedules and maps can be displayed along pedestrian paths. The sense of streetlife can also be stimulated by vendors and peddlers, and perhaps some street performance at particularly busy spots.

Banners, sculptures and imaginative modifications of entrances and entrance zones can be employed to aid orientation, besides adding to the richness and pleasure of the place.

III Opportunities

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A Circulation and Public Open Space

- 1 Maximize sidewalk width. Increase width at road crossings while preserving some short-term parking.
- 2 Clarify the relation of second-level connectors to street level with maps and the design of buildings (transparent openings to stair cases and elevator lobbies, and two-story spaces).
- 3 Cluster open space improvements around entrance zones.
- 4 Screen the dumpster areas on Binney Street.
- 5 When redeveloping the HMS site at 260 Longwood Avenue, recognize pedestrian connections to Shattuck Street.
- 6 Reorganize the area interfacing Blackfan and Shattuck Streets (on both sides of street below bridge connecting the Jimmy Fund Building with Children's Hospital), remove railroad ties, replace the temporary entrance screen.
- 8 Preserve small plazas when designing new buildings or fundamentally altering existing ones.

B Planting

- 1 Plant tree clusters in open spots
- 2 Where sidewalk width is sufficient, plant dense row of finely leaved trees to create a canopy, particularly along Blackfan Street leading to the Children's Hospital entrance
- 3 Heavily screen the DFCI parking lot at Binney Street and Deaconess Road with fast growing street tree.

C Furniture

Treat benches and bench arrangements as extensions of buildings and their entrances.

D Surface Materials

- 1 Place special emphasis on coherence of sidewalks with building materials. Develop this zone as richly articulated, with natural stone, metal, glass, contrasting polished surfaces for movement and transition areas, and unpolished or sandblasted ones for rest and sitting areas.
- 2 Pave sidewalk with square granite elements.
- 3 Maximize areas where sidewalk materials cover road surface.

E Lighting and Daylight

- 1 In addition to pedestrian-scale street lighting for the entire area, illuminated fixtures can be installed on building edges and walls around entrances, with incandescent lamps to increase comfort and the feeling of security and orientation.
- 2 The design of future buildings should maximize the preservation of sun and daylight reaching the streets, by employing sun conscious layout principles and vertical setbacks.

F Public Art

- 1 Focus attention on banners and lightweight elements for entrance modification.
- 2 Incorporate relief sculpture in walls and sidewalks.
- 3 Investigate a street performance program.

Area E Brookline Avenue South

DRAFT



At the Deaconess Road intersection, looking north.

I Scope

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Area Definition:

This is a short but intensely used stretch of Brookline Avenue, connecting Longwood Avenue and the Riverway. It is both a boundary and a transition zone for the Binney/Blackfan and Deaconess/Joslin areas.

General Assessment:

This portion of Brookline Avenue carries large volumes of automobile traffic. Regional north and southbound traffic is joined by vehicles with local destinations, such as Shattuck Street, the Binney/Blackfan district and the Deaconess/Joslin complex.

Brookline Avenue South is lined with fragments of an old commercial strip, a gas station, two parking structures, the Medical Area Total Energy Plant and various recent developments related to hospital and institutional use. It is an important entry point to core areas of the LMA and consequently the street acts as barrier between its east and west side. Attempts at regulation have been made with a new traffic light coordination system at all intersections.

The sidewalk space is insufficient. The general character of the street is ambiguous at best, with much neglected terrain between the older single-story commercial structures and new high-rise new ones. There are few public space elements to moderate the contrasts.

II Design Objectives

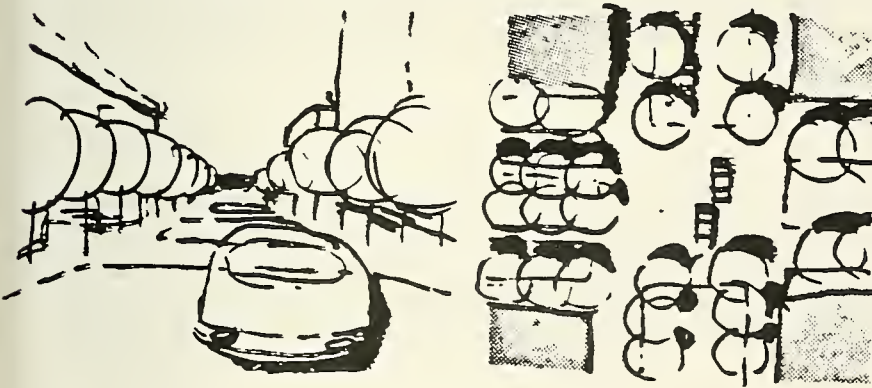
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A Continuity

Principal objective in improving the southern portion of Brookline Avenue is to lessen the sense of separation between the Deaconess/Joslin complex and Joslin Park on one side and the rest of the southern portion of the LMA on the other.

B Image

Brookline Avenue's image is that of the Boulevard, grander and more serene to the north, and urban, intimate and bustling with activity to the south. The aim is to elaborate on this contrast and to tie the street closer to Longwood Avenue East.



C Experience

1 Orientation

Orientation along Brookline Avenue South is less a question of how the street itself performs than one of how adjacent areas and paths present themselves to it. Since Brookline Avenue will be the origin of much of area's travel, focus on improvements in orientation will be on the particular relation of the street to the adjacent areas. By itself, the street is short and unambiguously organized, and distant orientation points are quite visible - as far as the CITGO sign in Kenmore Square and the built edge of Route 9.

2 Exchange

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Facilitating directional shifts for pedestrians and motorists into the surrounding areas is one important role for the street to play. The latter is a question of traffic management, the former one of both providing sufficient space for pedestrian movements and to articulate and furnish the outer street edge in ways that establish active exchange with building interiors and the urban spaces off Brookline Avenue.

3 Fit

The sidewalks are in most cases too narrow to permit comfortable pedestrian flow. There is no sense of buffer to the car traffic. Bus waiting areas are unequipped for this function and the shelters available are generally being avoided because they give a sense of confinement. Joslin Place is unshielded against the impact of surrounding car traffic, particularly towards Brookline Avenue.

III Opportunities

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A Circulation and Public Open Space

- 1 Increase sidewalk width, particularly at intersections and crossings.
- 2 Develop small pedestrian plazas around bus shelters #2 and 4.
- 3 In conjunction with a small plaza at shelter 4, develop a path through the adjacent court to Binney Street.

B Planting

- 1 Plant both sides of the street densely with lindens, particularly where trees have a screening function
- 2 Plant vine or ivy to cover parking structure at Riverway intersection
- 3 Provide shelter #1 with support vegetation, i.e. trees and large bushes. Remove trees and replant with larger specimens.

C Furniture

- 1 Install benches adjacent to the small plaza and supply them with a partial roof and windscreen, to form shelter 4.
- 2 Develop all bus shelters as general sitting areas instead of designating them by design exclusively for MBTA riders. In other words, all shelter seating must be comfortable and well-situated.

D Surface Materials

- 1 Resurface all sidewalks with granite pavers.
- 2 Carry sidewalk material across road surface, at intersections and crossings

E Lighting

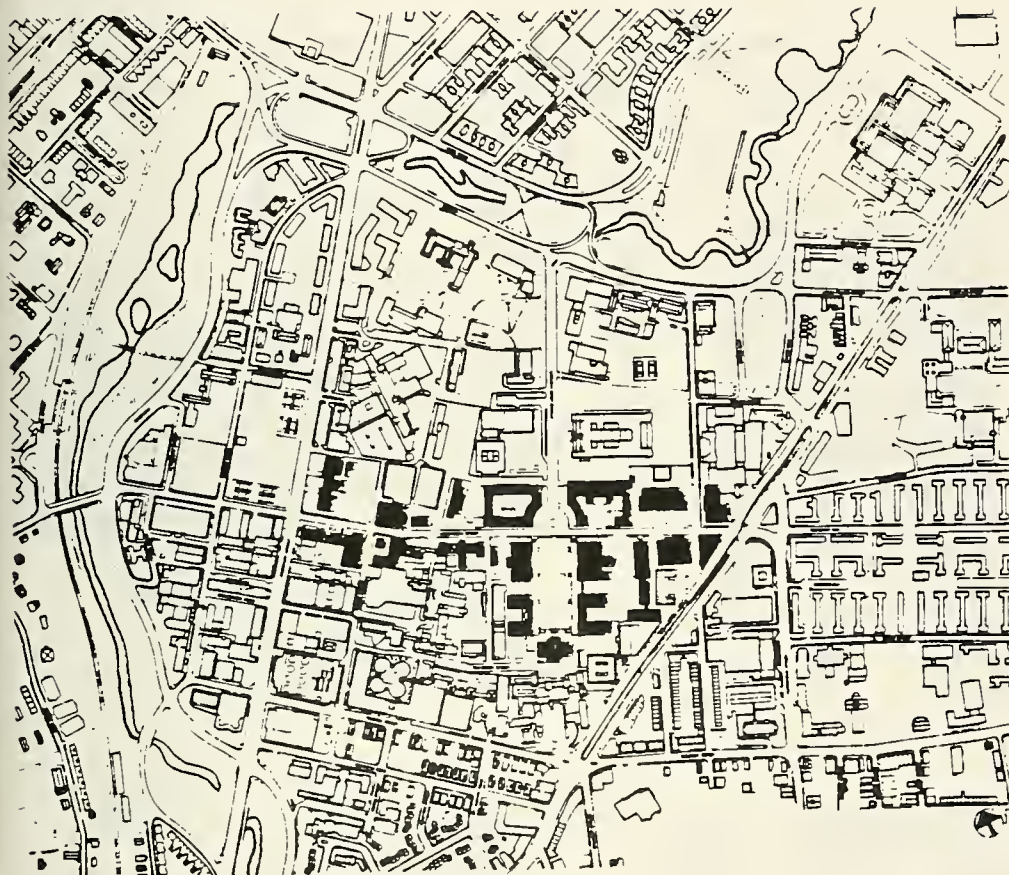
- 1 Street lighting should form a strongly visible line along the entire length of Brookline Avenue.
- 2 Fixture mounting height is to be somewhat greater than in adjacent side streets but should be designed for pedestrians in use of color and light level.
- 3 Provide incandescent lamps in and around shelter locations.

G Other

- 1 Implement storefront and facade improvement program for westside buildings; apply design standards for commercial signs.
- 2 Provide pedestrian signs and building identification programs.

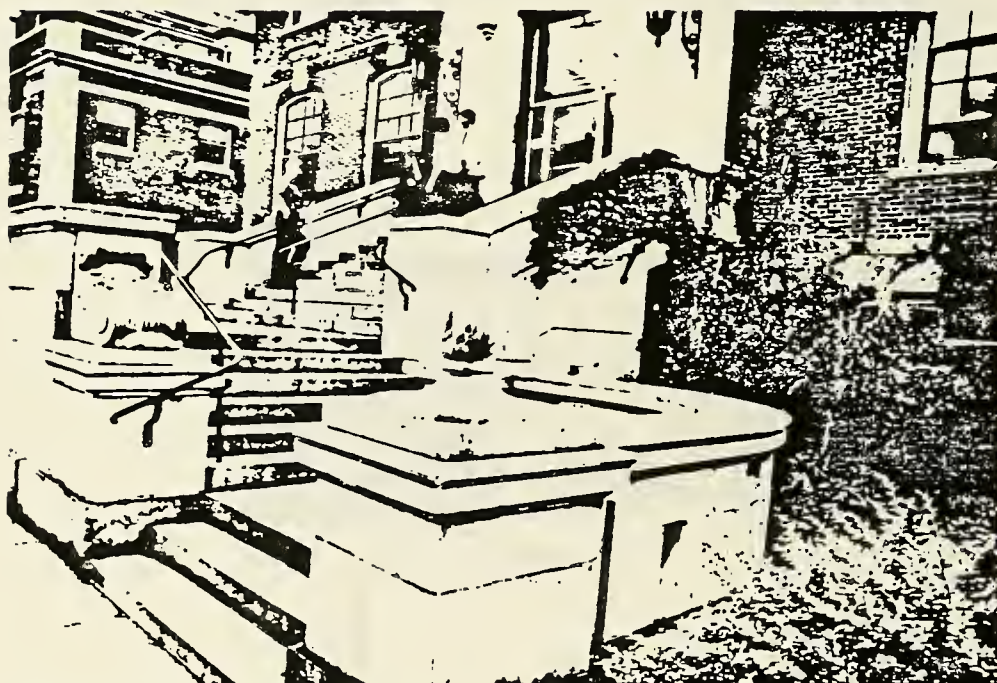
Area F Longwood Avenue East

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Oscar Tugo Circle, seen from the east.

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The well-articulated entrance zone of the School of Dental Medicine.

I Scope

Longwood

The Harvard Medical School quadrangle.



Area Definition:

This zone is terminated on one side by the intersection with Brookline Avenue, and on the other at Huntington Avenue. Four streets intersect with it or originate here, and several pedestrian paths cross it.

General Assessment:

Like Brookline Avenue, Longwood serves as public street, and as a front yard to the LMA. Much of the car movement is generated by through traffic and by visitors and patients arriving and leaving, but most of its large daily pedestrian population appears to consist of area staff members and students of Harvard Medical School and the public high schools. Like Joslin Park on Brookline Avenue, the Harvard quadrangle on Longwood is host to a sizable lunch crowd during the warm months of the year.

Some of the more significant architectural monuments of the area are juxtaposed with large and unstructured parking lots at either end of Longwood Avenue.

II Design Objectives

DRAFT

A Continuity

A vital spine of movement, Longwood Avenue connects Huntington Avenue to Brookline Avenue, the Riverway and Brookline, all the way to Coolidge Corner. Together with Brookline and Huntington Avenues and the Riverway, it truly ties the Longwood Medical Area into the city fabric, making it part of the larger street system and community open space network.

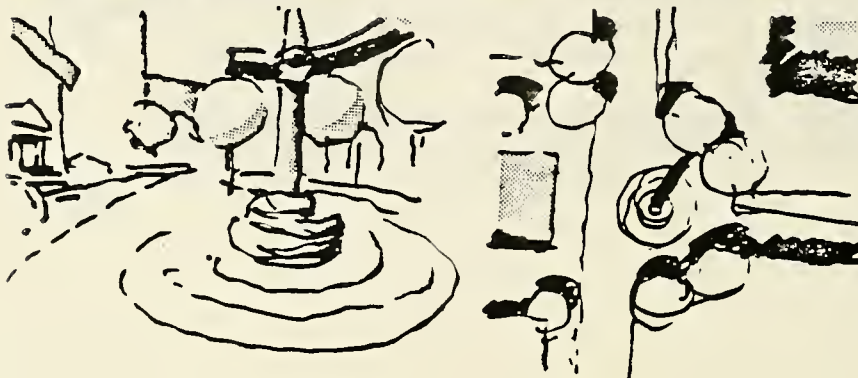
In the north-south orientation, the street is host to a string of pathway feeders. Towards Huntington Avenue these feeder streets and connections paradoxically are weaker and more discontinuous towards the south, where a bulk of activity takes place. Much pedestrian movement snakes its way across the Harvard parking lot; others find their way around the 260 Longwood Avenue into the passage leading to the building entries and Shattuck Street. There is really no continuous car access southward in this section of Longwood.

Towards Brookline Avenue the situation is reversed. Access paths primarily lead southward, via Binney and Blackfan to Shattuck and Francis Streets. There is no continuous car or pedestrian access northward to Beth Israel Hospital, the campus areas or across to Avenue Louis Pasteur. Eastward, Longwood Avenue terminates at Huntington Avenue.

The objective here is to greatly emphasize north and south connections where they are weak. Pedestrian paths should be better articulated. Dense tree linings, increased sidewalk surfaces and a widely visible street lighting system should establish continuity along the long axis of the street, while maintaining the prominence of the significant facades along it.

B Image

Many of the buildings lining Longwood Avenue date back to the early part of the century. Their architecture has placed a special emphasis on representation and formal street facades. The pattern is one of detached individual buildings with intermittent open spaces and visual corridors off the street. This system



creates an overall sense of measured continuity and permeability. The image is one of a pleasant promenade: Longwood Avenue indeed is the formal front door to the Area. The vertical topographic dip and the northward kink between Binney and Blackfan increase the sense of containment and scale and provide the central focus — the dome of Children's Hospital, which is located at that very turning point where it is afforded highest visibility.



Portico and dome of the old Children's Hospital building, a visual focal point of Longwood Avenue.

C Experience

1 Orientation

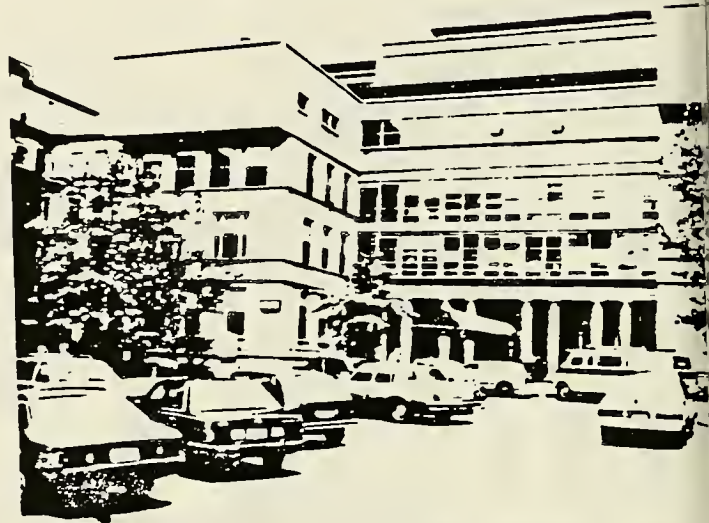
The street and its buildings aid orientation. Buildings are distinctive and memorable, and the street is structured into clear stretches by the intermittent intersections and open spaces, such as the semicircular space at the beginning of Avenue Louis Pasteur. This sequence can be strengthened further.

On the microlevel of pedestrian orientation within the blocks, however, orientation is blurred. Entrances are generally not clearly marked. The new vehicular signage system performs well, but pedestrians need guidance as well.

2 Exchange

In general, common urban design methods of facilitating exchange between street and building are used successfully. Outdoor stairs, front courts, formal setback and porticoes form in-between spaces connecting the exterior with the inside. In the instance of more recent buildings these devices are not used equally well, such as the courtyard of the old Lying-In Hospital or the setback of the Massachusetts College of Pharmacy and Allied Health Sciences.

Front spaces at the College of Pharmacy



Together, these transition devices form a kind of exchange zone for pedestrians, to change direction and move into the building. Future developments and reuse projects affecting existing ones can further contribute by responding to the public realm physically, and in terms of the uses placed on the ground floor.

On the scale of the public street and pedestrian circulation system, the intersections are the medium of exchange between movement along Longwood Avenue and perpendicular paths. To improve this system of interchange one would strengthen and articulate these movement nodes. The Oscar Tug Circle is a positive illustration of how this problem was handled in earlier days.

3 Fit

The main issue here is the sidewalk width which is insufficient for the traffic generated towards the Brookline Avenue intersection. That traffic consists primarily of institutional staff and visitors, and towards Huntington Avenue, it is made up to a large extent of high school students.

Another opportunity for making the street more comfortable lies in furnishing the string of front spaces and entrance zones on both sides of Longwood Avenue.

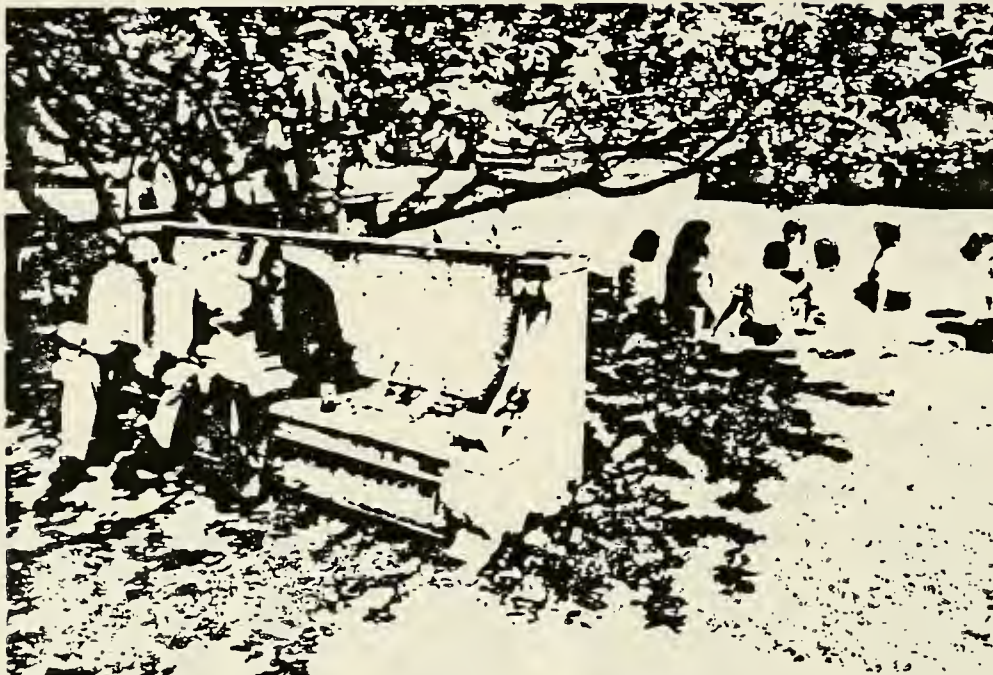
4 Enrichment

Front spaces, entrance areas and intersections are ideal settings for sculptural elements. Also, the existing set of characteristic facades, the Children's Hospital dome and other elements are particularly suitable for illumination by night.

III Opportunities

DRAFT

Time for a break in the HMS quadrangle.



A Circulation and Public Open Space

- 1 Improve pedestrian link to Shattuck Street when redeveloping 260 Longwood Avenue.
- 2 Define pedestrian path along Harvard parking lot with lights, trees, markers, bollards or other devices.

B Planting

- 1 Complete solid line of little leaf lindens on both side of street, planted at least 20' on center, leaving short gaps at critical facades.
- 2 Repair and screen chain link fence at Mass Art lot, plant second line of trees, use hedges, bollards or other landscape devices to separate sidewalk from parking surface.
- 3 Improve front yard of physician's building at 319 Longwood Avenue.
- 4 Replace plastic fence elements west of Vanderbilt Hall with vine, creeper or ivy.
- 5 Screen Harvard parking lot with second row of little leaf lindens, carry trees along proposed new pedestrian path across lot referred to above.
- 6 Cultivate formal green spaces in front of 221 Longwood and the Massachusetts College of Pharmacy.
- 7 Preserve, maintain and make publicly accessible the green space at Blackfan Street intersection.
- 8 Intensify planting in Harvard quadrangle.

DRAFT

C Furniture

- 1 Provide the entrance area of Vanderbilt Hall with benches.
- 2 Provide seating along the concrete railing at Longwood and Brookline retail location, cover partially and provide windscreen to create bus shelter.
- 3 Provide benches across the street from 221 Longwood and at the Longwood Avenue intersections with Binney and Blackfan Streets.
- 4 Provide additional formal seating in Harvard quadrangle.

D Surface Materials

Use treatment analogous to Area E: Brookline Avenue South.

E Special Lighting Conditions

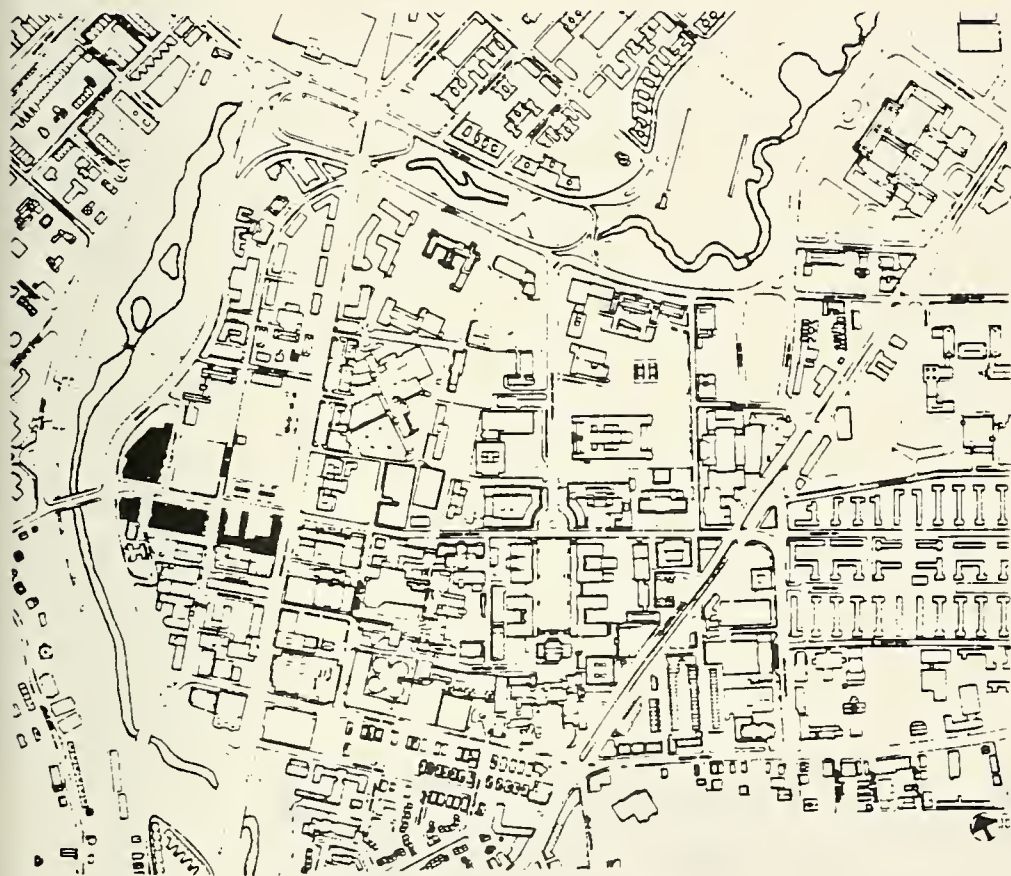
- 1 Intensify lighting in Oscar Tugo Circle and Harvard Medical School quadrangle.
- 2 Provide low (surface) illumination in entrance zones, in addition to appropriate pedestrian lighting.
- 3 Illuminate old Children's Hospital facade and dome, as well as other historically significant structures.

F Public Art

- 1 Place columnar sculpture in Oscar Tugo Circle.
- 2 Implement street sculpture program for entrance zones and front yard parks.
- 3 Strengthen summer concert program for Harvard quadrangle.

Area G Longwood Avenue West

DRAFT



Looking towards the Riverway, from Brookline Avenue.

DRAFT



The well-maintained residential court at the southern street side provides a vision of what much of the area could become.

I Scope

DRAFT

Area Definition:

This stretch of Longwood Avenue is a vital link in the area's public space system; linking the Brookline Avenue intersection with the Riverway, it provides a major pedestrian connection to the MBTA Riverside line, as well as the Muddy River park areas.

General Assessment:

Physically, it does not support this linkage function very well. It lacks vegetation, and is bounded on its north side by an eight-foot wooden fence and the parking lot adjacent to the Temple Israel. On the southern side of Longwood Avenue the most prominent building is a parking garage with a wide, unlit lawn area. The southern streetside between Pilgrim Road and Brookline Avenue features a pleasant residential court, and a corner drugstore in an old firehouse. The drugstore's signs are deteriorated and oversized.

At the busy Brookline Avenue intersection sidewalk space is too narrow.

II Design Objectives

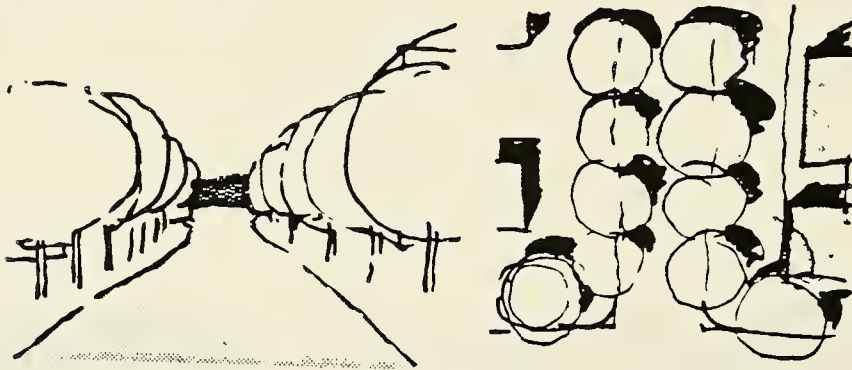
DRAFT

A Continuity

This is the primary east-west link of the LMA with the surrounding park area. It can play this role more strongly by taking on some of the character of a park avenue, thereby psychologically reducing the distance to the park and the train stop.

B Image

In keeping with its primary function as a passage and movement channel, this stretch of road should ~~to~~ become an avenue, a way of proceeding, approaching and arriving, with special emphasis in the design and selection of elements and plants on the linear walking movement.



C Experience

1 Orientation

Longwood Avenue West is an orientation corridor for the area around the Brookline Avenue intersection, and it permits, from the west, a distant view of Longwood Avenue East and the Children's hospital dome. Therefore, the entire area will be well served by a strong individuality taken on by Longwood West, and by the preservation and heightening of the visual corridor along its axis.

2 Exchange

The primary focus of this avenue should be on its quality as a pedestrian corridor. At the moment, there is little need to make strong efforts to foster exchange with adjoining areas.

DRAFT

3 Fit

As a movement corridor, the street needs ways of supporting pedestrian traffic. At intervals, seating places might be found to shelter the weary.

4 Enrichment

Fountains, small sculptures, wall reliefs and other local 'finds' of any kind can be distributed to further add interest to the daily walk to and from work.

III Opportunities

DRAFT

A Circulation and Public Open Space

- 1 Supply at least three intermediate pedestrian amenity and seating areas along the walk, each with its own distinguishing character.
- 2 Specially treat the Brookline Avenue intersection as an arrival point, by developing a small park on its northwestern corner, in resonance with the one in front of the old Massachusetts College of Art building.
- 3 Increase sidewalk width at the Brookline Avenue and Pilgrim Road intersections.
- 4 Continue the sidewalk across Pilgrim Road along the Winsor School playing field edge.

B Planting and Landscape Elements

- 1 Plant a dense line of trees on both sides of the street. Plant red oak and little leaf lindens alternately; plant red oaks with increasing frequency toward the Riverway, and lindens toward Brookline Avenue.
- 2 Plant a second line of trees along the outside of the sidewalk in front of the Pilgrim Road garage.
- 3 Permit a wild hedgerow to grow along the Temple Israel parking lot and Winsor School property line.
- 4 If the Winsor School boundary is changed, replace wooden fence with an ivy-covered, sculpted brick wall. ~~Provide running water in intermittent wall niches.~~

C Furniture

- 1 Provide three pairs of stops along the way with protected bench clusters or individual units; do so as well at Longwood's intersections with the Riverway and Brookline Avenue.
- 2 If a wall seems feasible, integrate seating surfaces into it.

D Surface Materials

See 'System 4: Surface Materials'.

E Lighting

See 'System 5: Lighting and Daylight'.

DRAFT

F Public Art

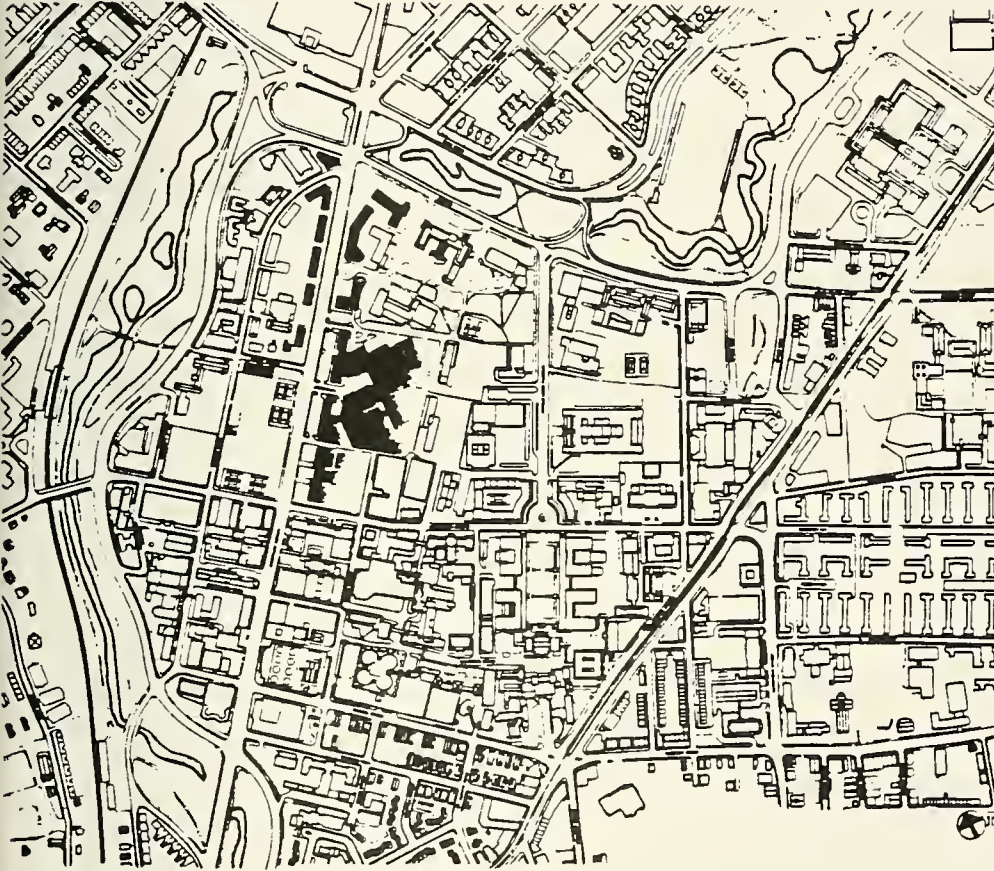
See recommendations for 'J The Northern Avenues'.

G Other

- 1 Remove wooden streetlight poles carrying overhead wires.
Locate service underground.
- 2 Stimulate a facade restoration program for the old firehouse.
- 3 Apply store sign guidelines at the corner drugstore.

Area H Brookline Avenue North

DRAFT



At the crossing with Short Street, looking towards the Fenway
and Kenmore Square.

I Scope

DRAFT

Area Definition:

Brookline Avenue is the major thoroughfare connecting Kenmore Square and downtown Boston with the Riverway (Route 1), Route 9, the town of Brookline, and the western suburbs.

General Assessment:

Brookline Avenue North is six lanes wide, heavily travelled, with traffic frequently backed up because of southbound left-turning cars at Beth Israel Hospital's entrance. It is a strong barrier, effectively dividing the LMA. College students cross it at an unmarked spot north of the Short Street traffic signal, jeopardizing their safety. The parking area in front of Beth Israel increases the sense of vastness of road surface.

The green area in front of the Massachusetts College of Art building is neglected, but a great visual relief to the congested conditions at the Longwood Avenue intersection. It is well used during summer months. The northern end of this stretch of Brookline Avenue is lined by modestly scaled college buildings, behind rows of small-leaved linden trees and a traditional wrought-iron fence.

II Design Objectives

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A Continuity

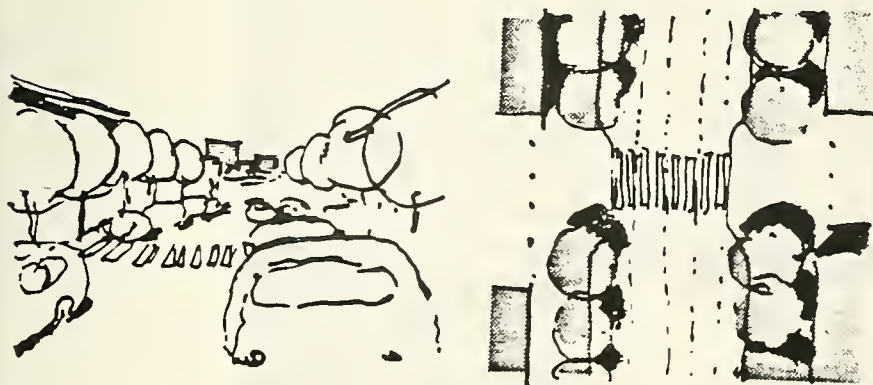
The challenge in improving Brookline Avenue within the domain of the LMA is to reconcile the needs of the Medical Area with the street's role in the metropolitan road system. It is in the area's interest to

- reduce the corridor's sense of barrier
- use Brookline Avenue as the direct access and linkage to the Riverway and Fenway parkland areas, and
- manage and ease traffic flow essential to the functioning of Brookline Avenue as a regional artery.

These objectives are mutually supportive. Eliminating any parking spaces (to gain sidewalk width at crossing points and new tree locations) will ease traffic flow and reduce the sense of separation. An enhanced local sense of continuity, i.e. the continuity with the natural strip park enveloping the LMA will be a contribution to the sense of locale and connectedness for the regional commuter passing through.

B Image

An image the avenue should aspire to is the Boulevard, the spacious low-speed travel corridor lined with generous, inviting sidewalks screened from traffic by rows of trees. A certain sense of width indeed is desirable and does not run counter to the goal of reducing the sense of barrier - if there is a sufficient level of activity on both sidewalks, and if there are powerful natural or architectural elements complementing one another across the street.



1 Orientation

Because of its regional function - as a thruway - and the limited number of perpendicular corridors, the sense of orientation is determined strictly by the north-south axis. The view stretches as far north as Kenmore Square, and southward to the Brook House on Route 9. In the other directions however the street feels walled off and, travelling along it, one has little sense of what lies beyond the buildings and fences at its edge. The main objective in enhancing orientation in the east-west direction is therefore the creation of new crossviews and reinforcement of existing ones.

2 Exchange

Boston's Beth Israel Hospital is implementing design changes along its Brookline Avenue front that are illustrative of what can be done generally to enhance exchange. One aim in undertaking these revisions is to make its edge more permeable to pedestrian traffic, but also more habitable for those not necessarily intending to visit the institution. The open space in front of Massachusetts College of Art is an example of fostering exchange by introducing a third element, i.e. neutral ground. The remainder of the street offers the opportunity to apply one or the other lesson in nurturing exchange.



The old Massachusetts of Art building and its green space out front. With some small adjustments, this area can become a useful oasis at the Brookline/Longwood Avenue intersection.

3 Fit

The new Beth Israel landscaping plan provides an improvement model here as well, by concerning itself with the responsiveness of the sidewalk edge to the needs of pedestrian traffic. The sidewalk area, however, is not quite sufficient to give full comfort in those areas most heavily travelled, particularly along the stretch from the Longwood Avenue intersection to Beth Israel's main entrance.

4 Enrichment

The most effective way of enhancing the street may be to treat it as one long gateway, thereby further contributing to the sense of locale and orientation. Flags, banners, streamers and other wind-activated buoyant objects are obvious devices. They can be deployed on special occasions, or strategically located year-round. The lighting poles and fixtures can be of a special, sculptural design.

III Opportunities

DRAFT

A Circulation and Public Open Space

- 1 Increase side walk width at intersections and pedestrian crossing points.
- 2 Mark pedestrian crossing point at colleges.
- 3 Develop small plazas at perpendicular pathways.
- 4 Increase number of perpendicular pathways, especially along the MassArt/Beth Israel boundary.

B Planting

- 1 Provide a solid row of little leaf linden trees, plant a dense twin row where possible; reinforce existing trees with added planting in between or a second row. Plant second and even third row wherever feasible, i.e. at curbside, at outside sidewalk edge, within adjacent site boundaries.
- 2 Specially screen and shade the playground at the Short Street intersection.
- 3 Replace the wooden fence at the Winsor School site with masonry wall-plant screen combination.
- 4 Replace the chain link fence separating Massachusetts College of Art from Beth Israel site with a hedge.
- 5 In the Massachusetts College of Art open space, provide pruning, clean-up, landscape care.

C Furniture

- 1 Furnish small plazas at perpendicular paths with benches.
- 2 Integrate protected seating in sidewalk edge at intermittent points.
- 3 Cover seating at proper locations to create bus waiting areas.

D Surface Materials

Implement 'System 4: Surface Materials'.

E Lighting

Implement 'System 5: Lighting'.

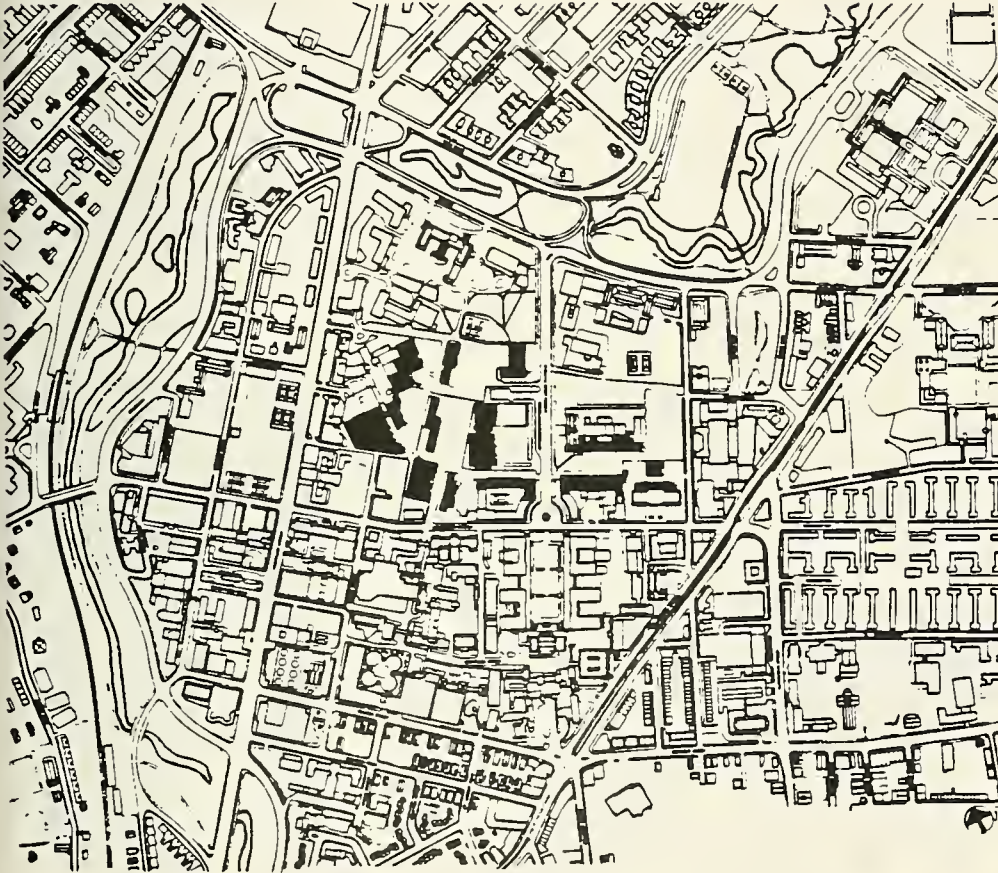
DRAFT

F Public Art

- 1 Install banners and flags at main intersection and at midblock locations.
- 2 Develop banner installation program for special occasions.
- 3 Specially design lighting fixtures and poles for day- and nighttime impact (shape, illuminated poles, fixture housings).
- 4 Develop and administer park performance program for Massachusetts College of Art's front yard.

Area I The Northern Service Zone

DRAFT



An eastward view of the Northern Service Zone, as seen from Beth Israel hospital.

The Harvard parking lot, accessed from Avenue Louis Pasteur; the elevated platform/walkway of Boston English High School to the left.



Area Definition:

The Northern Service Zone is an L-shaped buffer area of parking lots, back alleys and service areas along the eastern side of Brookline Avenue North and the the northern side of Longwood Avenue East.

General Assessment:

The spatial structure that developed here over time is amorphous; land area is used inefficiently. It is unpleasant and seems dangerous, but people come here to park their cars, and there are some pedestrian paths, connecting to the Beth Israel garage and back entrance, and to Avenue Louis Pasteur.

II Design Objectives

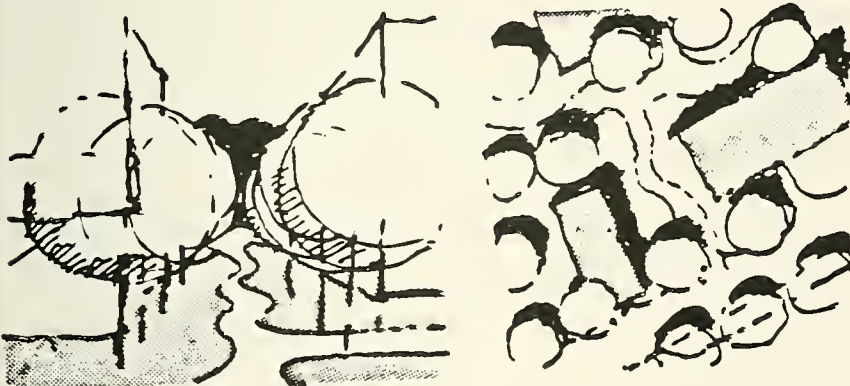
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A Continuity

This zone constitutes a disruption in the flow of open space and free movement throughout the area. Without altering its use it can be transformed into an active link in the green network that can become characteristic for the LMA. These areas could then flow together naturally and form a green spine directly connecting the Riverway, Brookline Avenue, Blackfan Street North, Avenue Louis Pasteur and Palace Road, with cross connections to Longwood Avenue and the campus areas.

B Image

These in-between spaces can become green buffers that are organized parallel to the main LMA streets and form a secondary visual and actual access network. In selected areas, the Northern Service Zone can become linear park land capable of resonating with the campus green north, the Emerald Necklace beyond, as well as with the built structure of Longwood Avenue.



C Experience

1 Orientation

The impermeability of these areas greatly contributes to visual confusion and a sense of isolation of all surrounding areas: the campuses and school grounds, Longwood Avenue, Avenue Louis Pasteur, Palace Road and Brookline Avenue are all touched upon by this strip of neglected back space. Indeed, by opening this area to views all these streets and districts could find a second connection that would vigorously tie them into a network.

2 Exchange

Opening up the spaces to light, plants and people also implies opening up the surrounding buildings at their secondary facades. Exchange becomes possible as structures form new relationships around the spaces in between. Back entrances can open up and connect to the outdoors by small plazas and protected sitting spots.

3 Fit

Even a parking lot must be fit for human use, i.e. secure, comfortable and a pleasure to use. Service and delivery areas can be made tolerable and safe, and the rear sides of buildings can become manageable and accessible.

4 Enrichment

Symbolic gateways and other artful modifications of the backside of structures in this zone are ways of contributing to the transformation of the area most effectively.

III Opportunities

DRAFT

A Circulation and Public Open Space

- 1 Reorganize the boundary between Beth Israel and adjacent areas as a more continuous and natural transition zone.
- 2 Remove dirt piles adjacent to the fence.
- 3 Improve parking lot access and passageways by securing pedestrian paths with vegetation, lighting and surface materials.
- 4 Improve the back stairs to English Highschool, illuminate path, provide vegetation around edges.
- 5 Develop new and secure east-west pathways.
- 6 Repair essential chain link fences wherever found defective; where feasible replace them with bollards, low walls or trees (at Emmanuel College edge, around Latin High School).
- 7 Build pedestrian amenity areas around back entrances, in transition areas and at points of contact with public streets.

B Planting

- 1 Clean out and prune plants in the area addressed in A1.
- 2 Replant neglected specimens
- 3 Plant trees around parking lots. Screen the back wall of English High School.
- 4 Protect pedestrian access and circulation paths with lines of trees.
- 5 Maintain the green space between the parking lot and the building, grow ivy on wall.
- 6 Remove green plastic screens from the chain link fence bordering Longwood Avenue and replace with plants/creepers.
- 7 Structure the parking area behind 221 Longwood Avenue and screen with trees.

C Furniture

Implement 'System 4: Furniture' for deployment in pedestrian rest nodes.

D Surface Materials

- 1 Use asphalt unit pavers on parking surfaces.
- 2 Use granite curbing and pavers to establish pedestrian areas.

E Lighting

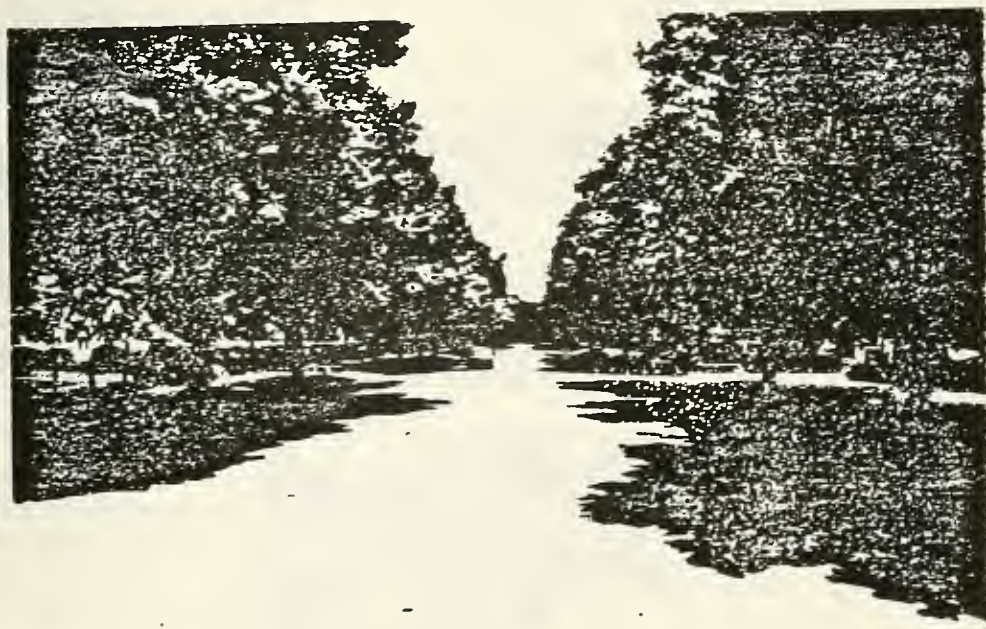
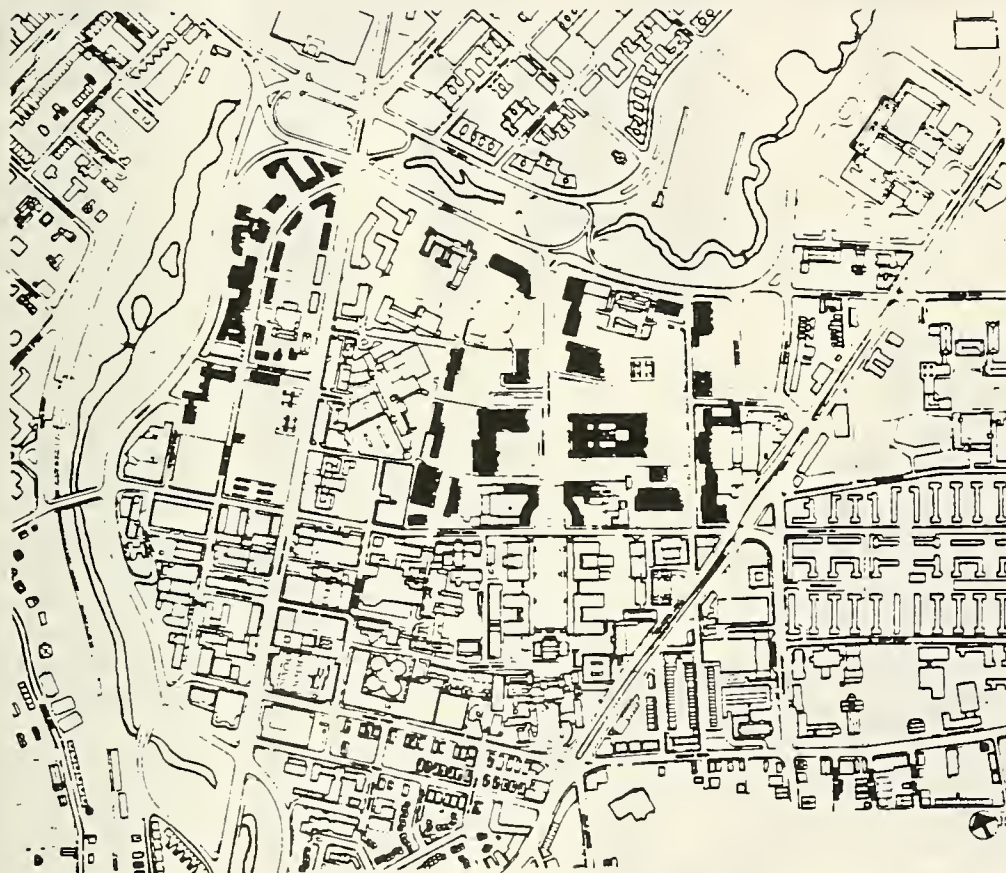
Use a pedestrian lighting system with closely spaced poles, clearly differentiated from parking area lighting, and designed to articulate pedestrian paths.

F Public Art

- 1 Employ architectural art to establish spaces and directional relationships.
- 2 Equip important pedestrian amenity areas with drinking and other fountains.
- 3 Commission an architectural/sculptural alteration of English High Schools back side.

Area J The Northern Avenues

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Avenue Louis Pasteur with its edges of mature linden trees.

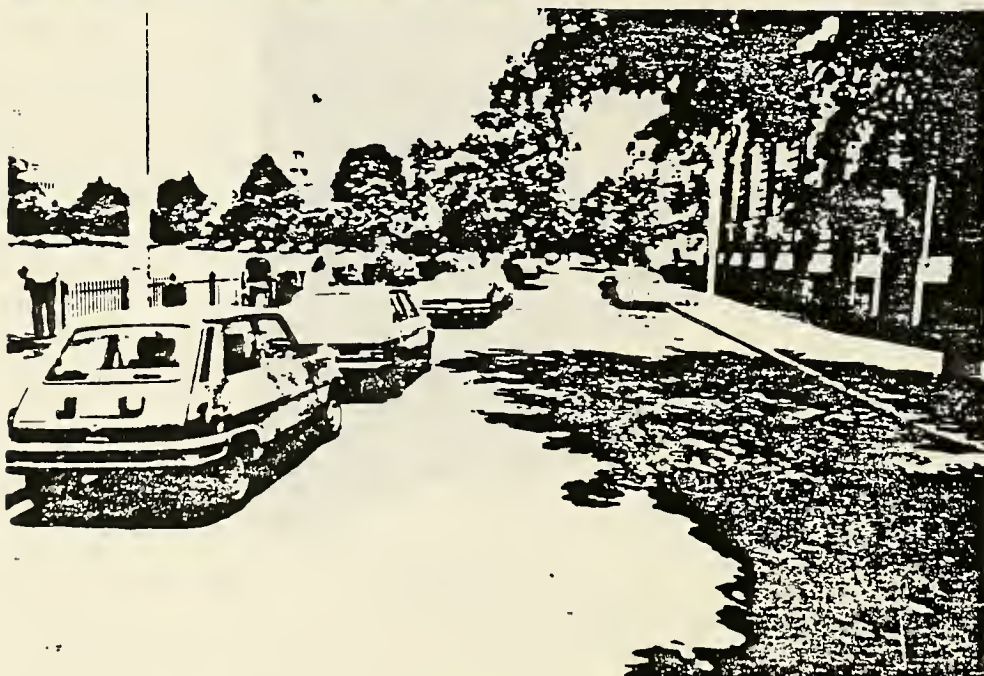


DRAFT

Pilgrim Road.



Blackfan Street's north extension.



Palace Road.

I Scope

DRAFT

Area Definition:

Four separate roads and their associated corridors belong to this category.

- Pilgrim Road in the Wheelock College-Simmons College area connects Short Street in a gentle arc with the Fenway/Riverway/Brookline Avenue crossing point;
- The northward extension of Blackfan Street, ending at a parking lot, but still providing a visual corridor into the Emmanuel College campus; and
- Avenue Louis Pasteur and Palace Road are treelined roads connecting Longwood Avenue with the Fenway.

General Assessment:

Of the avenues originating from Longwood Avenue East, Avenue Louis Pasteur is the clearest path, and prototypical in form and performance. It directly connects the heart of Longwood Avenue with the campus areas and the Fenway to the north. Its tree borders are mature and full. However, it does not terminate in a positive way at the Fenway, such as connecting organically or dramatically with its pedestrian network, but instead ends in a traffic fork.

Vegetation along Palace Road is discontinuous, missing trees have not been replaced, leaving stark gaps along the large parking lots behind Boston Latin High School and Simmons College.

The northward extension of Blackfan Street is planted inconsistently and in an adhoc fashion; the parking garage it services is unscreened by vegetation and the parking lots it leads to are bare and expansive.

The portion of Pilgrim Road between Short Street and the Fenway is very much in the domain of Wheelock and Simmons Colleges, but neither has made an active attempt at using the street. Pedestrian presence feels suppressed here, despite the low automobile traffic. Sidewalks are in poor repair and too narrow. Simmons College has additionally separated itself by an iron fence.

II Design Objectives

DRA



II DESIGN OBJECTIVES

A Continuity

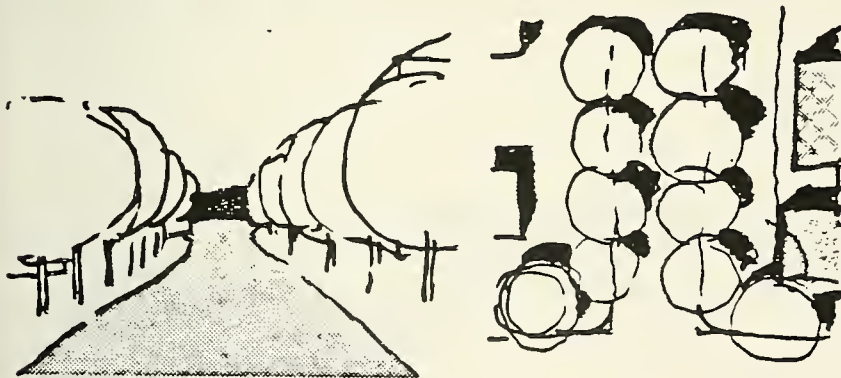
These four corridors are secondary arteries in the area's road system, but absolutely essential to its urban open space system. Indeed, they are some of the most important "green offsprings" of the Emerald Necklace, penetrating the LMA from the north.

Continuity will be enhanced by intensifying them, forging strong connections with adjacent areas and institutions, and making them visible from as much surrounding area as possible.

Because of its relative isolation, Pilgrim Road is of primary importance to the local continuity of its neighboring college open spaces.

B Image

These avenues are a dormant asset in developing a strong image for the entire LMA. They should be strengthened as visual corridors and should be visually and physically associated with one another by perpendicular visual cross-connections. They should reflect the soft geometries of the the Fenway at their perimeter, and should become better defined as they move toward the south. Thematically they should relate to one another, taking special account of the most defined: Avenue Louis Pasteur. Internally they should be pedestrian and green-dominated. They should be more formally defined at their centers and more loosely defined at their edges, blending in with the natural landscape toward the north, and with the more urban landscape toward the south.



Pilgrim Road's additional character should be one of a residential street serving the surrounding population.



C Experience

1. Orientation

These avenues should provide strong direction both toward and away from the park to the north. This directional sense should be reinforced with visual means as well as through the circulation system, and it depends upon there being a clear "through zone" within each corridor where views and movement are possible. They should provide clear connections with the surrounding green belt and campus areas. Together with the cross-connections they should form a clear north/south/east/west-oriented network for the upper part of the LMA. Finally, there should be a progression along the corridors as one moves north and south by differentiating intersections, providing views out from as well as along the corridors.

2. Exchange

The idea of exchange is to introduce an intermediate zone between these corridors and the park system to which they connect, the



Spatial assets along the Northern Avenues-
Winsor School.



Boston Latin High School.

DRAFT

avenues that intersect them, and the buildings and institutions that occur along them. There should be a zone in which the entrances to the park system occur, more than just a marker or sign, where one can see that the park ends and the corridor begins, but that elements from both are present. Crossing points with intersecting avenues can also be amplified to become sub-zones that can assume their own identities. Around entrances to buildings, the exchange zones are where the directional shifts from along-the-avenue to into-the-buildings can occur.

3. Fit

Consistent support of pedestrian activities and movement is required along these avenues. At the same time, fast movement of vehicles should be discouraged. Special emphasis should be placed on accommodating the activities of the local users of each avenue.

4. Enrichment

Enrichment of these four avenues could consist of formal reinforcement of three of the corridors to conform better with Avenue Louis Pasteur, and to add art objects and settings that reinforce the activities of the local users.

III Opportunities

DRAFT

The access plaza to Boston English High School.



A Circulation and Public Open Space

1 Blackfan Street Extension:

- a Reinforce the access point at the Longwood intersection.
- b Build a pedestrian path northward, connecting to the backside of Beth Israel Hospital and to Avenue Louis Pasteur.

2 Avenue Louis Pasteur:

- a Secure student crossing point by a change in road material and built elements; provide special small places at the sidewalk edge.
- b Build, repair and maintain an edge of pedestrian spaces along the sidewalk that is varied and informal, and connects adjacent schools and pedestrian links.

3 Palace Road:

- a Make the sidewalk edge more useful to pedestrians by organizing existing spaces and gaining new ones, particularly at the eastern side.
- b Articulate pedestrian islands at crossing points with perpendicular paths.

4 Pilgrim Road:

- a Develop plazas with benches, BBQ pits, trees and shrubs.
- b Clean up the dumpster area, improve pedestrian access with sidewalk materials and amenities.
- c Reinforce the pedestrian connection to the Riverway with planting, furniture and lighting.

B Planting

DRAFT

1 Blackfan North:

- a Plant heavily with little leaf lindens at Longwood Avenue access point and deep into the corridor.
- b Plant trees along pedestrian movement paths.
- c Plant trees around edges of the lot, including the northern edge which should be planted more openly to preserve the visual corridor that continues into campus area.

2 Avenue Louis Pasteur:

- a Replant linden tree at east corner of Longwood Avenue.
- b Clean up and replant front yards and lawns.
- c Move some parking at Boston Latin High to Palace Road side of the school. Resurface with lawn and crabapple trees.

3 Palace Road:

- a Replace missing rows of Norway maples; space them closely together.
- b Plant double rows of trees on either side of sidewalk along the parking lots.
- c Replace deteriorated chain link fence with cast iron fence or mask with a hedge.

4 Pilgrim Road

- a Plant heavily with lindens on both sides
- b Replace the wooden fence at the alley with a lower iron fence and hedge.
- c Structure the parking space by introducing new screening trees.
- d Introduce new maples and oaks in southern half of Pilgrim Road area
- e Specially screen the facade of the large school structure and plant Boston Ivy.

C Furniture

See 'Systems 4: Furniture', for deployment in peripheral pedestrian spaces

D Surface Materials

Use granite as a surface material to mark the meeting of perpendicular paths, campus access points and entrance areas to adjacent buildings by altering the pavement pattern and material.

E Lighting

see 'Systems 5: Lighting', for deployment along avenues and in pedestrian side spaces, at the interface with perpendicular paths.

F Public Art

- 1 A sculpture program should be developed in keeping with the geometry of the avenues.
- 2 Develop a linear string of drinking fountains and small pool fountains of granite, limestone and other materials.

G Other

Replace overhead wires and wooden poles along Pilgrim Road with service below ground.

DRAFT

Area K

The Northern Campus Area



Emmanuel College campus greens, seen from Avenue Louis Pasteur.

The Simmons College c
on Brookline Avenue.

DRAFT

The edge of built are
open college landscap

Evans Way commons.



I Scope

DRAFT

Area Definition:

Most of the open space in the LMA's northern section is dedicated to use by a wide range of educational institutions. It encompasses the area north of the western portion of Longwood Avenue, north of the service zones, west of Palace Road, as bounded by the Riverway and Fenway, and exclusive of Brookline Avenue and Beth Israel Hospital.

General Assessment:

Wheelock, Simmons, and Emmanuel colleges control significant amounts of open space, much of it campus green in the New England tradition, and Mass. College of Art complex overlooks the common green by Evans Way. The Boston Latin and English High Schools contribute additional open land in the heart of the LMA. Unfortunately, the larger portion of this open space is covered with asphalt and used for parking. Much of this is needed for parking, but some of it is underused land. The Winsor School has extensive open space resources near the LMA's activity center which could be of greater benefit to the area as a whole.

II Design Objectives

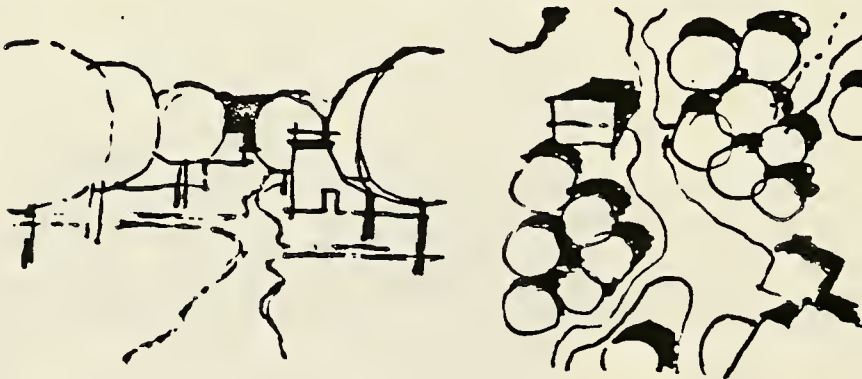
A Continuity

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As a concept for the LMA at large, there should be a reversal in predominant land use from north to south. Area K constitutes most of the north; here the landscape should dominate, in the south, the built form. The landscape of the campus areas should establish its continuity with the park system around it and with open spaces in adjacent communities by its spaciousness and by plant and tree types. Its continuity with the rest of the LMA should be developed through improved visual accessibility from all immediately surrounding areas. Certain stands of trees visible from longer distances should be carefully maintained for their landmark function. The goal is to strike a balance between the college's secure use of their green spaces and the amount of visual and physical access needed by users of the LMA.

B Image

The character of the campus spaces is distinct from one another, yet they share distinctive common features that must not be eroded: a free flowing ground plane which affords structured and unstructured movement for the pedestrian. The lighting and other landscape elements should reinforce this general image.



C Experience

1. Orientation

The orientation within the campus areas should be multi-directional, emphasizing the free flowing character and optional movement possibilities.

2. Exchange

The boundaries of the campus areas should be clarified with entrances and views emphasized at the edges of the LMA and at the edges of campus area to the south where it connects to the more densely built areas. The campus areas also should be part of the

view corridors connecting areas farther to the south with the parks to the north. Entrance zones to buildings should be both formal in their organization and more clearly designed to support human activities.

DRAFT

3. Fit

Outside the entrance zones for buildings there should be a wide range of supports for human activity, from individual contemplative areas to places for groups of different sizes to use for throwing frisbees, for barbecues, and other activities.

4. Enrichment

Traditionally, campus areas have been the staging ground for representative outdoor sculptures. Continuing this tradition, a well-conceived art program could be developed, i.e. an open door gallery with a permanent collection and temporary exhibits. In addition, the landscape and elements in this area can be shaped to teach more about the place and its history, and to make one feel the passing of time, of seasons, and the weather. Plants should be selected accordingly.

III Opportunities

DRAFT

A Circulation and Public Open Space

- 1 Mark and secure pedestrian road crossings.
- 2 Establish small comfortable sitting places at access points.
- 3 Increase permeability of campus boundaries in a controlled fashion. Replace deteriorated chain link fences with pedestrian openings and bollards where parking spaces meet, but car traffic across may be undesirable. Use cast iron fences.
- 4 Develop exterior lobbies, partially sheltered entrance zones equipped with plants, benches, fountains and outdoor art; coordinate exteriors with the interior lobby and entrance areas.

B Planting

- 1 Replant little leaf lindens in the Evans Way green.
- 2 Plant the perimeter of that site and fully screen the adjacent parking lot.
- 3 Increase tree density in eastern part of the Simmons campus lot.
- 4 Screen building edges there. Develop planting zones around buildings.
- 5 Screen the Simmons College tennis court with Boston Ivy or other creeping plant.
- 6 Screen Boston Latin High School playing field so there is shade at its perimeter.
- 7 Reduce or break down parking areas by planting of trees and grass.

C Furniture

See 'System 4: Furniture.'

D Surface Materials

Recognize campus access points in sidewalk surface: modify the pattern and materials to signify transition.

See 'System 3: Furniture.'

E Lighting

Give a strong sense of path direction and orientation; distribute park lighting more loosely off of the walkways.

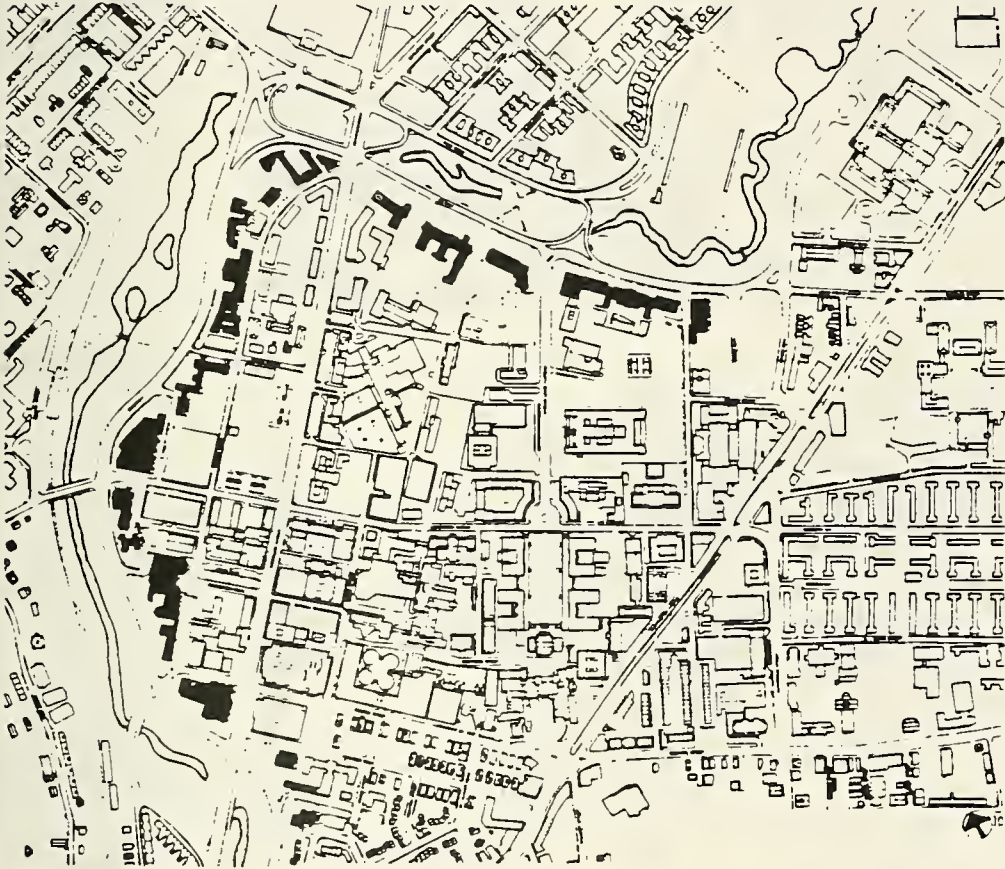
See 'System 5: Lighting.'

F Public Art

Recommended are both outdoor art programs, permanent and temporary, as well as summer performance events.

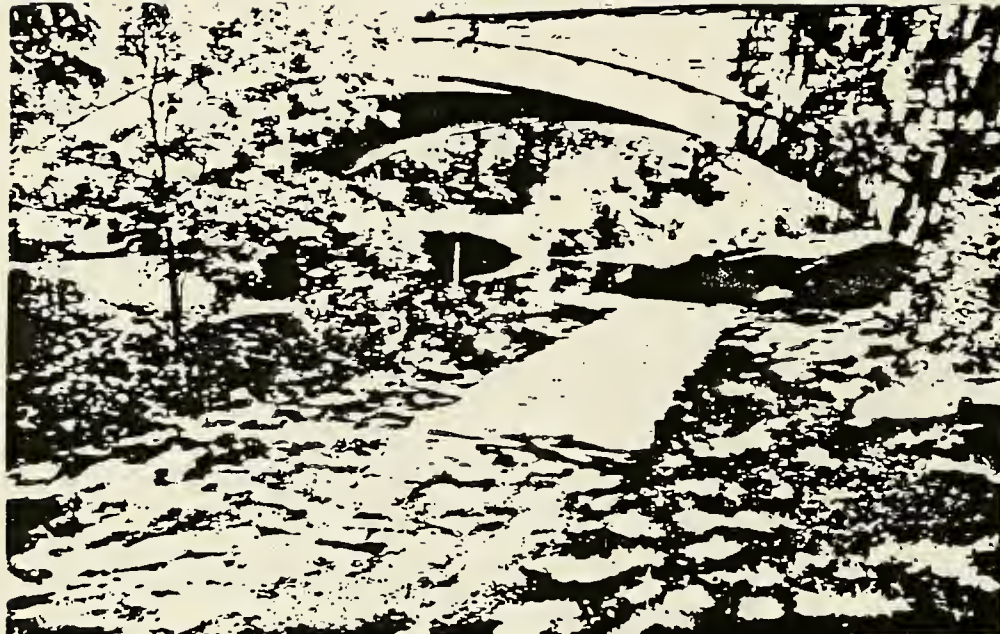
Area L The Riverway/Fenway Edge

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The Riverway.

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In the Riverway parkla



I Scope

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Area Definition:

This linear sweep of park was conceived by Frederick Law Olmsted, the 19th Century landscape architect, as a central part of his Emerald Necklace concept, the vision of a city-wide ribbon of grass and trees, gentle landscape formations and small waterways.

General Assessment:

This green stretch is largely still intact, but some erosion has occurred through tree decay and the burial of part of the Muddy River under the Sears Roebuck parking lot. As a roadway connection, both the Riverway and Fenway are heavily used and crossing points for pedestrians are few. The result is that the green areas have been made difficult to use. Concerns about crime have put an additional damper on the level of public use to date.

Recent developments indicate that the parklands may be made more safe and more useful to the public. The City of Boston in cooperation with the State's Department of Environmental Management, is currently initiating master plan studies leading to the rehabilitation of the park. Its Park Ranger Program will send uniformed men and women on full-time patrols during the summer months, providing security and general services such as emergency assistance, information and environmental care. The LMA through MASCO is actively taking part in adding the Riverway-Fenway parkland to its open space network.

II Design Objectives

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The Short Street access point.



A Continuity

From the driver's viewpoint, the Riverway and the Fens organically tie the LMA into the larger city fabric. This continuity could be strengthened if those parklands were made more evident as corridors of movement and experience. This could be done through continuous street planting and by installing more continuous and inviting lighting.

The Riverway and Fenway can be thought of as a seam binding open spaces within the LMA and within adjacent communities. This binding could be strengthened if the places of connection with the LMA and with adjacent communities were made more evident. The connections should be distinguished with dense planting which would frame the views from and into the Riverway and Fenway.

For the pedestrian the Riverway's roadway in particular is a forbidding barrier that makes crossing in between traffic lights an unnerving experience. The actual pedestrian connections to surrounding areas and across the roadway are too few, too weak and in some cases missing entirely between some intersections. Sidewalk materials should be used consistently and the apparent width of street intersections can be reduced by similar planting and treatment with furniture and other built elements on either street side, and by carrying sidewalk materials across the roadways.

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Continuity along the Riverway and Fenway pedestrian environment would be strengthened by making walkways along it more clear in design terms. This could include greater continuity in street and other edge planting, more continuous shaded zones, more rest spots and more continuous and inviting lighting. Reconstruction of the severed pedestrian connection between Riverway and Fenway (at the Sears parking lot) is a longer term goal that would be a major improvement step for the entire area.

B Image

The Riverway and Fenway should be reinforced as a directional and free flowing park dominated by landscape. It should recover a balance between the vehicle and the pedestrian that has been lost in recent years. In order to do this it is necessary to increase the actual and the apparent size of the pedestrian zone. Built elements and signing should be suppressed and breaks in the continuity of the natural band should be filled to the extent possible. The edge of the LMA along the Riverway and Fenway should be strongly reinforced with planting. Efforts should be made to widen the area dominated by landscape, and to let it penetrate into the LMA wherever possible. The strengthening of this edge is critical to developing a strong image for the LMA.

The red oaks along the Riverway, and the pin oaks of the Fenway must be carefully maintained and more of each type should be planted to reinforce the image of each.



C Experience

1 Orientation

By its nature, this stretch of a continuous, self-contained and idealized landscape corridor, complicates orientation in relation to what lies adjacent to it. The overriding objectives should therefore be to emphasize directions and views perpendicular to it, as well as specific characteristics of the parklands.

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The Nevelson sculpture
at Temple Israel...



and its portico.



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2 Exchange

The parklands can be looked upon as both a buffer and exchange zone to the residential communities of Brookline and Boston along Park Drive. Exchange can occur on programmatic levels - whereby all neighboring populations lay claim to its recreational uses - and physically, where adjacent built areas adopt characteristics of the parklands.

3 Fit

The threat of crime is the most immediate impedance to fit. Besides administrative and management measures, a primary objective ought to be to maximize activity levels in this area. Nothing reassures people more than the sight of other people engaged in similar activities. The operational objective should be therefore to provide the area with the programmatic and physical means of attracting and sustaining large numbers of visitors. Such measures are described below, under Opportunities.

4 Enrichment

In areas with special chronic problems such as the Riverway/Fenway parklands, it makes sense to strive for coordinated and mutually supportive objectives to guarantee the success of the improvement program. In choosing enriching elements and activities, therefore, the main emphasis should be on public access and the maintenance of high public activity levels. Activity programs and festivals should be organized, and there can be art installations that do not weaken the viability of the parklands as an arm of nature.

III Opportunities

A Circulation and Public Open Space

- 1 Develop open space tracts, sunbathing spots and outdoor sports areas within the parklands system.
- 2 Tie pathways, bikeways and jogging tracks into the LMA open space system. Increase the number of access points and secure crossing points.
- 3 Strengthen existing access points by emphasizing crossings through material changes in roadways.
- 4 Maintain a limited number of in-park visual easements to increase the sense of orientation within the parklands.
- 5 Strengthen perpendicular visual corridors.
- 6 Encourage theater and outdoor concert areas.
- 7 Develop a tree-protected walking connection of Riverway and Fenway.

B Planting

- 1 Increase the number or replant and replace red oaks along the Riverway and pin oaks along the Fenway.
- 2 Plant red oaks in and around the Massachusetts Mental Health Center parking lot.
- 3 Develop planting strategy to better link Riverway and Fenway.

C Furniture

See 'System 4: Furniture' for deployment.

D Surface Materials

Use sand and gravel paths only.

E Lighting

In park areas, provide closely spaced (30' on center) pedestrian lighting systems. Fixture height should not exceed 9' to the center of the bulb.

F Public Art and Related Activities

- 1 Organize annual events and seasonal activities such as a Muddy River Festival with floats and art events, a summer concert and open door theater series, small expeditions and outings.
Investigate the feasibility of supervised ice skating.
- 2 Install a very small number of modest markers and park sculptures.
- 3 Provide a very small number of pavilions to mark access points.

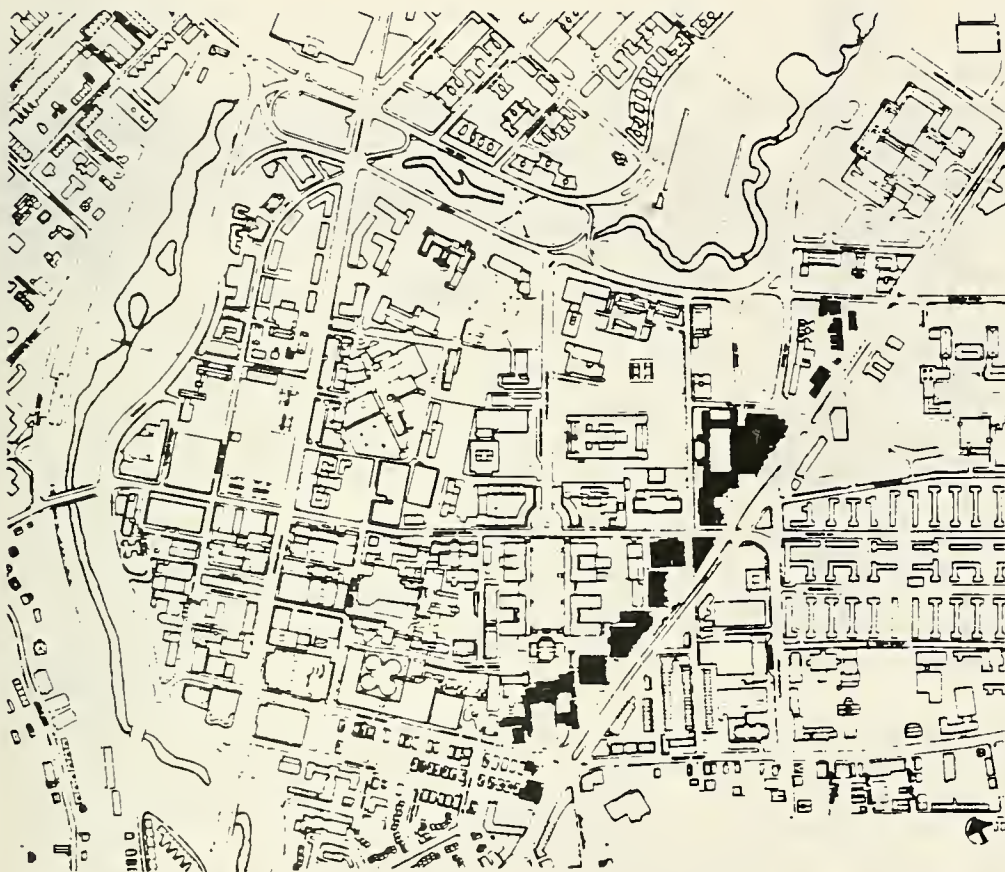
G Other

Provide a limited number of unobtrusive information plaques or stones at access points, path crossings and forks.

Area M

The Huntington Avenue Edge

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Looking toward downtown Boston.

I Scope

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Area Definition:

The LMA edge at Huntington Avenue encompasses the high-density stretch of institutional buildings between Brigham Circle and Louis Prang Street, and is buffered from the roadway by a saw-toothed string of small open spaces.

General Assessment:

The west side of Huntington Avenue is a truly eclectic collection of architectural styles and spatial relations. Harvard Medical School and Harvard School of Public Health maintain the lion's share of street frontage south of Longwood Avenue, with large-scale and more recently completed structures and a short row of Victorian brick houses just to the south of the intersection.

North of Longwood Avenue, the State of Massachusetts holds much of the land: Roxbury Community College and the new Massachusetts College of Art building (formerly Boston State College). Wentworth Institute of Technology occupies the structures north of the Massachusetts College of Art.

The string of open spaces lining Huntington Avenue is varied as well. Most are created by the 50 degree angle at which many buildings are sited in relation to Huntington Avenue. Following the predominant street pattern, these buildings are 'at odds' with Huntington Avenue, resulting in the characteristic set of triangular environments. Much of these spaces are occupied by small-scale plazas and parking lots, and/or garden-like places with patches of lawn, some shrubs, crabapple and cherry trees, and a few larger trees. Along Huntington Avenue, much of the original little leaf linden population is lost. Most newly planted trees are Norway maples, with a sprinkling of ginkgos south of the Longwood intersection.

The Huntington Avenue edge is a dual barrier: it is a six-lane, heavily travelled road with central trolley tracks directly connecting Copley Square with Route 9. It can be crossed at a small number of points only. In addition, there are only four penetration points along the half-mile stretch of LMA buildings: at Brigham Circle (Francis Street), at a pedestrian passage at the Harvard School of Public Health, at Longwood Avenue and at Tetlow Street to the north. These access points coincide with the MBTA Arborway (Green Line) stops.

Brigham Circle poses a serious urban design problem. It is an expansive intersection, neglected and unattractive, with deteriorating buildings forming much of its perimeter.

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Brigham Circle...



and the old Peter Bent Brigham Hospital, two opportunities in the LMA urban open space system.

II Design Objectives

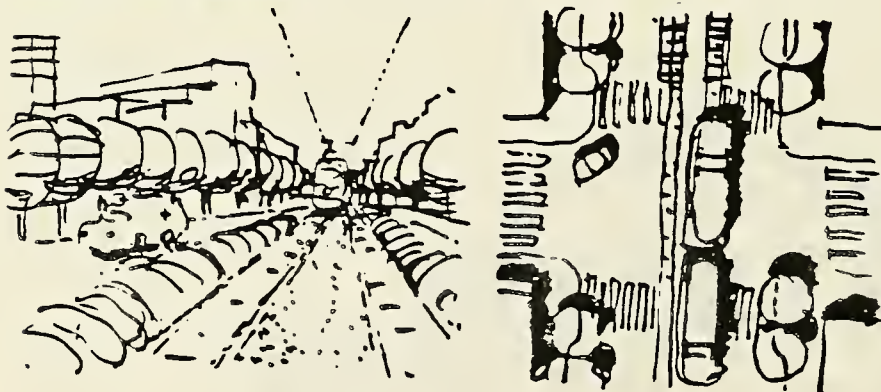
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A Continuity

The LMA section of Huntington Avenue is very distinct from the Museum of Fine Arts frontage to its north, or from Mission Park and the traditional storefronts and residential developments to the south of Brigham Circle. Similarly, there is little resonance with the residential brick buildings along its eastern edge. The differences of the two opposite sides can be emphasized, while surface treatment, furniture and added trees can connect more clearly to the adjacent areas north and south.

B Image

The LMA's institutional image is well represented here. Dense development, and a range of improvements already made, such as new construction, lighting and trees set the general tone for options in further elaborating on the street's image. In addition, efforts can be made to greatly heighten the relative importance of intersections with all perpendicular paths and of streetcar stopping points and to begin to structure the in-between zones as more independent entities endowed with discrete identifying marks.



Design objectives in image development should be to strengthen a hard urban edge with soft entrance zones in triangular areas, to allow the identity of the LMA to come through within the framework of a consistent edge treatment, and to strengthen major connections and windows on the core of the LMA.

C Experience

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1 Orientation

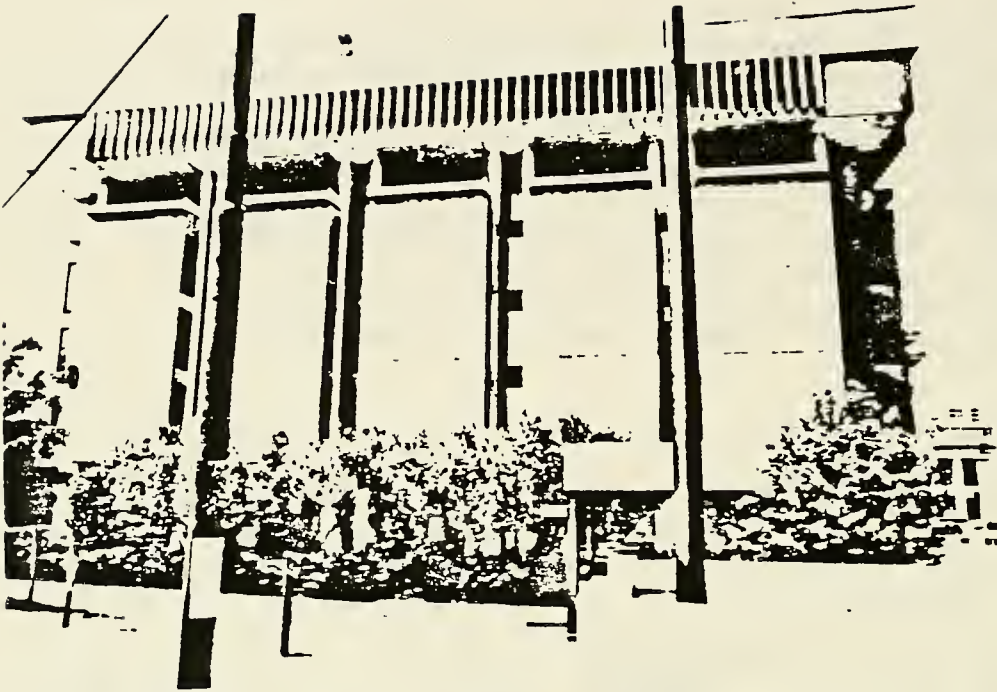
Huntington Avenue's primary function serves movement of automobiles, trolleys and pedestrians along its major axis. Design objectives aimed at improving orientation would encompass four distinct sets:

- Emphasize through movement.
- Develop or enhance orientation points at the level of facades, plants and other objects.
- Differentiate the stretch of Huntington Avenue into two or more discrete entities or zones.
- Place heightened emphasis on visual corridors that intersect with the direction and on those intersections themselves.



Sparr's Drugs is the LMA access marker at the Longwood Avenue intersection.

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The Countway Library...



and the pedestrian connector next to it.

2 Exchange

The series of triangular spaces along Huntington Avenue is the staging ground for a well-developed zone of exchange between linear movement paths and building. It is also a chance to make entrance areas more apparent. Roxbury Community College has maintained an exchange zone with many of the right ingredients: it places much emphasis on the facilitation of semi-public activities such as sitting and talking, on special treatment of the walking surface, on landscape and tree care and on visible yet unobtrusive signage identifying the building. By contrast, the public spaces around the Massachusetts College of Art building are illustrative of the kind of improvement opportunities present along other parts of Huntington Avenue.

Finally, some means should be employed to foster visual exchange across Huntington Avenue with its east side by using similar elements on both sides at crossing points, and to let landscape and plants show and flow through to Huntington Avenue.

3 Fit

Much of the pedestrian use of the Huntington Avenue edge is limited to areas close to trolley stops. The street must be fully supportive of this activity. The principal objectives can be summarized in these points:

- The width of walking surfaces should accurately reflect the level of activity on them.
- Pedestrian passage across the street must be secured at all likely points.
- Pedestrian traffic should be buffered from car traffic where possible, through additional plantings and pedestrian amenities.
- Furniture and other elements should convey comfort and habitability at the LMA entrances.

4 Enrichment

Public art should be applied to

- communicate with longitudinally moving traffic,
- amplify the legibility of lateral access points and transition areas and
- make waiting at MBTA stops more interesting.

III Opportunities

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A Circulation and Public Open Space

- 1 Increase the sidewalk width at the Longwood Avenue and Brigham Circle pedestrian crossings; provide bollards, rails, plants and additional lights as needed, and make these intersections significant as access and turning points.
- 2 Increase the comfort of T stops, install lean-on support elements
- 3 Make the space around Massachusetts College of Art entrance (outside and inside) more continuous and supply it with amenities
- 4 Rehabilitate Brigham Circle. Increase sidewalk widths and rebuild them. Provide more amenities.
- 5 Build a secure pedestrian crossing extending the pathway by the Harvard School of Public Health.
- 6 Provide crossing points with signals for the blind.

B Planting

- 1 Provide lindens at the gas stations, as spatial screens.
- 2 Plant screens and develop sitting area at the Tetlow Street/Huntington Avenue connecting plaza
- 3 Plant more heavily along edges. Provide livelier and larger specimens.
- 4 Highlight activity nodes and intersections with larger trees.
- 5 Replace the chain at the Harvard School of Public Health with a hedge, a cast-iron fence or larger chain.

C Furniture

Provide sitting furniture at Tetlow Street and Huntington Avenue, Mass. College of Art, in the Roxbury Community College/Longwood Avenue yard, around the Harvard Medical School access path and around Brigham Circle.

D Surface Materials

See 'System 3: Surface Materials.'

E Lighting

See 'System 5: Lighting.'

F Public Art

- 1 Develop points of access as 'information screens', with pictorial and verbal references to the LMA's past and future; produce a trompe de l'oeil depiction of LMA's early days at the Public Health School access point.
- 2 Produce a colorful kinetic sculpture for the area behind the Harvard School of Public Health and place it visibly from the street.
- 3 Stimulate indoor/outdoor continuous art action program around Mass. College of Art.
- 5 Develop an art proram for MBTA stops.

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